The Hong Kong Daily Press.

No. 5337 號七十三百三千五第 日六十月一十年戊申治同 HONGKONG, THURSDAY, 24TH DECEMBER, 1874. 四年禮 號四十二月二十英 港香 [PRICE $2½ PER MONTH.

Arrivals.

December 22, CHINA, German steamer, 648, P. H. Hennings, Shanghai 19th Dec., General.—SIEMSSEN & Co.

December 23, YUEN-TZE-FEE, British str., 315, Moalles, Manila 20th, General.—D. LAPRAIK & Co.

December 23, YOTTUNG, British str., 323, Koch, Swatow 22nd December, General.—KWOK ACHOENG.

December 23, GLENGYLE, Brit. str., 1,265, D. Martin, Shanghai 17th December, and Ningpo 20th, General.—BUTTERFIELD & SWIRE.

December 23, KWANGTUNG, Brit. str., 491, Pitman, Foochow 20th Dec., Amoy 21st, and Swatow 22nd, General.—D. LAPRAIK & Co.

December 23, YUNG-CHING, Chinese str., 606, Gibbon, Canton 22nd December, General.—C. M. S. N. Co.

December 23, PENG-CHAO-HOI, Chinese gunboat, 600, Palmer, from a Cruise.

December 23, CHING-ON, Chinese gun-boat, 80, Chun-wing-fai, from Canton 21st December.

December 23, CHEN-JUI, Chinese gun-boat, 28, Wade, from Canton.

December 23, ELISABETH, German frigate, 2,000, 400 horse-power, Livonius, from Shanghai.

December 23, CLEMENTINE, French bk., 395, Messac, Bangkok 15th November, Rice.—CARLOWITZ & Co.

December 23, MARGATON, British bark, 330, D. Forman, Newcastle, N.S.W., Nov. 3rd, Coals.—ORDER.

December 23, NIAGARA, British brig, 292, J. Griffin, Sydney 19th October, Coals and Kerosine.—ROZARIO & Co.

December 23, PELHAM, British bark, 340, Morgan, Newcastle, N.S.W., 1st Nov., Coals.—AUG. HEARD & Co.

Departures.

December 23, ORISSA, str., for Yokohama.
December 23, KJOBENHAVN, str., for Canton.
December 23, GOLCONDA, str., for Shanghai.
December 23, ASIA, str., for Saigon.
December 23, U.S. SACO, for Manila.
December 23, YESSO, str., for East Coast.
December 23, MACTAN, str., for Manila.
December 23, OCEAN, str., for Shanghai.
December 23, YUNG-CHING, str., for S'hai.
December 23, CHINA, str., for Canton.
December 23, H.I.C.M. gun-boat PENG-CHAO, for Canton.
December 23, H.I.C.M. gun-boat CHEN-JUI, for Canton.
December 23, WINDHOVER, for Manila.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, DECEMBER 23RD.

Yanglze, str., for Shanghai.
Yung-ching, str., for Shanghai.
Mactan, str., for Manila.
Yesso, str., for East Coast.
Prosperity, for Bangkok.
Kvik, for Saigon.
Talee, for Bangkok.
Titania, for Whampoa.
Dan, for Adelaide.
Yuen-tze-fee, str., for Amoy.
Yottung, str., for Swatow.
Delphin, for Whampoa.
Ocean, str., for Shanghai.

Passengers.

ARRIVED.

Per *Yuen-tze-fee*, str., from Manila:—
1 European and 103 Chinese.
Per *Kwangtung*, str., from East Coast:—
Messrs. Hubbe, Sams, Rubery, and Rev. Ashmore, 1 European deck and 65 Chinese.
Per *China*, str., from Shanghai:—
Mr. Yreenawick and 34 Chinese.
Per *Glengyle*, str., from Shanghai:—
11 Chinese.
Per *Yottung*, str., from Swatow:—
49 Chinese.
Per *Niagara*, from Sydney:—
Mrs. Griffin and family.

DEPARTED.

Per *Yung ching*, str., for Shanghai:—
100 Chinese.
Per *Mactan*, str., for Manila:—
14 Cabin and 153 Chinese.
Per *Yesso*, str., for East Coast:—
For Amoy.—Mr. W. Ow and 100 Chinese.

TO DEPART.

The following passengers proceed by the P. & O. Co.'s str. *Bangalore*, to-day, at noon:—
For Singapore.—Messrs. Arthur D'Assailly, J. J. Ellis, and Rev. W. Ashmore. For Galle.—Mr. Herbert Praed. For Bombay.—Capt. W. H. Pockley, Messrs. Hendry, Worcester, Brooker, Kay, F. Corvinejee and servant, Kidd, Stephens, Mullie, A. Caie, J. S. Elmore, and 1 native. For Suez.—Messrs. R. W. Hitmers, Chadwick, J. Spilling, Bottomley, E. Renard, and H. G. Caprani. For Brindisi.—Messrs. C. H. Priestly, J. Vanderslice and E. Denssen. For Southampton.—Mrs. Branton, Messrs. C. D. Yates and J. Annand.
Per *Yangtsze*, str., for Shanghai:—
1 Cabin and 52 Chinese.
Per *Prosperity*, for Bangkok:—
2 Cabin and 20 Chinese.
Per *Kvik*, for Saigon:—
2 Chinese.
Per *Yuen-tze-fee*, str., for Amoy:—
104 Chinese.
Per *Yottung*, str., for Swatow:—
100 Chinese.

Reports.

The British steamship *Yuen-tze-fee* reports left Manila on 20th December, and had fine weather leaving, the latter part fresh monsoon to the Pratas; since when had occasional rain and hazy weather.

The British steamship *Glengyle* reports left Shanghai on 17th December, arrived at Ningpo on the 18th, and left again on the 20th. Had moderate Northerly winds and fine weather to Chapel Island, thence to port fresh N.E. winds and cloudy weather with rain; arrived at this port on the 23rd at 7.30 a.m.

The German steamship *China* reports left Shanghai on 19th December. Had Southerly winds with rain and squally weather to Hainam Island, thence moderate monsoon to port. Off Lamock Island, passed the French mail steamship, on the 22nd at 9 a.m. Off Nine Pin Island, passed the steamship *Orissa* on the night of the same day.

The British steamship *Kwangtung* reports left Foochow on 20th December, Amoy on the 21st, and Swatow on the 22nd. From Foochow to Amoy had light variable winds; from thence strong monsoon and cloudy weather to Swatow; from thence to port moderate monsoon and cloudy weather with passing showers. In Foochow, the steamers *Haining*. In Amoy, the steamers *Consolation*, and *Meriveles*, and H.M.S. *Growler*. The steamer *Hailoong* left for Takao and Tamsui on the 21st; passed a steamer, bound North, at 3.30 a.m. on the 23rd.

(*For continuation of Shipping Reports see second page.*)

Auction Sales To-day.

J. M. ARMSTRONG.
At 12 noon,
Sundry Goods.

J. M. GUEDES, Jn.,
Stock-in-trade and Fixtures.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND..... 775,000 of Dollars.

Court of Directors:—
Chairman—W. H. FORBES, Esq.
Deputy Chairman—The Hon. R. ROWETT.
Ad. André, Esq. | A. F. Heard, Esq.
E. R. Belilios, Esq. | H. Hoppius, Esq.
J. F. Cordes, Esq. | S. D. Sassoon, Esq.
Chief Manager:—
Hongkong—James Greig, Esq.
Manager:—
Shanghai—Ewen Cameron, Esq.
London Bankers—*London and County Bank.*

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 8th August, 1874.

THE QUEENSLAND NATIONAL BANK, LIMITED.
Incorporated under the Companies Act, 1863.
CAPITAL, £500,000.
HEAD OFFICE, BRISBANE.
DIRECTORS:
HON. F. H. HART, M.L.C., Chairman.
HON. A. B. BUCHANAN, M.L.C.
HON. THOS. MILWRAITH, M.L.A.
AUDITORS:
FREDERICK ORME DARVALL, Esq.
W. F. DIGBY, Esq.
GENERAL MANAGER:
E. R. DRURY.
BRANCHES:
BEENLEIGH.
CHARTERS TOWERS.
COOKTOWN.
GYMPIE.
MARYBOROUGH.
MILLCHESTER.
ROCKHAMPTON.
ROMA.
STANTHORPE.
TOOWOOMBA.
TOWNSVILLE.
AGENTS IN LONDON:
THE UNION BANK OF LONDON;
THE NATIONAL BANK OF AUSTRALASIA.
AGENTS IN NEW SOUTH WALES:
THE CITY BANK.
THE MERCANTILE BANK OF SYDNEY.
AGENTS IN VICTORIA, SOUTH AUSTRALIA, AND WESTERN AUSTRALIA.
THE NATIONAL BANK OF AUSTRALASIA.
AGENTS IN NEW ZEALAND:
THE BANK OF NEW ZEALAND.
AGENTS IN NEW YORK:
MESSRS. LAIDLAW & CO.
AGENTS IN SAN FRANCISCO:
THE BANK OF CALIFORNIA.
AGENTS IN INDIA AND THE EAST:
THE ORIENTAL BANK CORPORATION.
6m 1139] [July 21, 1874.

UNION INSURANCE SOCIETY OF CANTON.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY MEETING of Shareholders was held at the Head Office of the Society, Hongkong, on Friday, the Eleventh day of December instant, at Three o'clock P.M., for the purpose of authorizing certain alterations in the Articles of Association with regard to the Reserve Fund.

A subsequent MEETING will be held on MONDAY, the Twenty-eighth idem, at Three o'clock P.M., for the purpose of confirming such Resolutions as were passed at the Meeting convened for the first named date.

By Order of the Board,
N. J. EDE,
Secretary.
45d 1887 Hongkong, 11th December, 1874.

NOTICE.

THE Half-yearly MEETING of the Shareholders of the HONGKONG HOTEL COMPANY, LIMITED, will be held at the Hongkong Hotel, on FRIDAY, the 29th January, 1875, at 3.30 P.M.

The Transfer Books of the Company will be CLOSED from the 19th to the 29th January, 1875, inclusive.

By Order,
ED. BAKER,
Secretary.
42d 2129 Hongkong, 18th December, 1874.

CHRISTMAS BEEF.

THE Undersigned is prepared to supply FAMILIES AND MESSES WITH PRIME CHRISTMAS BEEF, CORNED BEEF, OX TONGUES, TURKEYS, OYSTERS, &c., &c., &c., &c.
F. HUTCHINS,
Amoy.
All Orders sent to J. R. WHITE, "Stag Hotel," will be punctually attended to.
1m 2111 Hongkong, 16th December, 1874.

WANTED, by a Respectable Married Woman, with excellent testimonials, EMPLOYMENT as NURSE to Children or to attend on a Lady going to Europe. Address "W. R." *Daily Press* Office.
2075 Hongkong, 11th December, 1874.

WANTED, by the Advertiser, just arrived from England, a SITUATION as CLERK in a Merchant's Office, or any position of Trust. Good References can be given in Hongkong. Address "T. A. D." *Daily Press* Office.
7d 2136 Hongkong, 21st December, 1874.

STORAGE.

COALS received on Storage in First-class Godowns (lately known as those of Messrs. R. S. WALKER & CO.) of about 5,000 tons Capacity, situated on the Praya, West Wanchi.
T. G. LINSTEAD.
1909 Hongkong, 18th November, 1874.

G. O. ROGERS, D.D.S.,
DENTIST,
No. 7, ARBUTHNOT ROAD,
(he returned to Hongkong, and is ready to receive Patients.)
tf 247 Hongkong, 1st December, 1874.

A. S. WATSON & CO.,
CHEMISTS AND DRUGGISTS
TO
H.R.H. THE DUKE OF EDINBURGH
AND
H.E. THE GOVERNOR.
BEG to announce that they have just received a Choice Assortment of PERFUMERY and TOILET REQUISITES.
tf 976 Hongkong, 19th June, 1873.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20%) upon current local rates of Premium, will be returned on Insurances against fire, effected with this Office.
EDWARD NORTON & Co.,
Agents.
tf 1174 25th June, 1872.

Intimations.

L. AMMERT, ATKINSON & Co.
Invite an Inspection of their FRESH SUPPLY of CHRISTMAS AND NEW YEAR'S PRESENTS,
And BONBONNIERES, just received from LONDON and PARIS, and which are offered to View at their Store at
PEDDAR'S WHARF.

A Choice collection, comprising:—
Mechanical and other TOYS.
Elegant Bonbon boxes.
Rich Confectionery.
Racing Games.
Youth and Beauty.
Croquet Sets.
Handsome Crystal Ware and Vases.
Rodger's Cutlery.
Ivory Fans.
Scrap Books.
Tree Ornaments.
Musical and other Albums.
Assorted Dessert Fruits in tins.
Speaking and Walking Dolls.
Artificial Flowers.
New Gift Books.
Dressing Cases.
Handsome Centre Stands.
A large assortment of Electro-Plated Ware.
Panoramic Balls.
Perfumery.
Young America (a new game).
Nuts, Barcelona, Brazil, Almonds, and [Walnuts.
Belle Raisins.
Work Boxes, fitted.
Yorkshire and Cumberland Hams.
Elegant Vienna Goods.
All kinds of Pates and Christmas Condiments.
Rose Water Cosaques.

COSTUME CRACKERS.
PORTRAIT COSAQUES, life size.
SOMEBODY'S LUGGAGE.
EXPRESS LUGGAGE.
MUSCATEL RAISINS.
CURRANTS.
CRYSTALIZED FRUITS.
BISCUITS DE PARIS.
RUSSIA OX-TONGUES.
OX-TONGUES IN JELLY.
SMOKED OX-TONGUES.
CORNED OX-TONGUES.
PICKLED OX-TONGUES.
WAFER BISCUITS
AND ALL KINDS OF
HUNTLEY AND PALMER'S BISCUITS.

FIGS,
CHOCOLATE BONBONS,
CHOCOLATE MENIER, TRUFFES, &c.
LADIES' AND GENTLEMEN'S WRITING DESKS,
BRUSH CASES, LIQUEUR FRAMES,
&c., &c., &c.

WINES OF ALL DESCRIPTIONS.
KRUG'S CHAMPAGNES,
in Pint and Quart Bottles.
JULES MUMM, in Quarts.
MOSELLE, in Pints and Quarts.
SPARKLING HOCK,
in Pints and Quarts.
MUSCATEL, in Pints and Quarts.
BURGUNDIES.
WHITE WINES.
CHATEAU LAFITE, HAUT BRION,
VRAY CANON, and other CLARETS.
DRY SHERRIES.
FINE OLD PORT.
IRISH WHISKEY, L. L.
ISLAY WHISKEY.
BRANDY of various Brands.
MARASCHINO, CHARTREUSE,
NOYEAUX, CURACAO,
and other LIQUEURS.
14d 2116 Hongkong, December 16th, 1874.

NOW READY.
PRICE $6.00.
CH'O HOK KAI,
A HANDBOOK OF THE CANTON VERNACULAR OF THE CHINESE LANGUAGE.
BEING a Series of Introductory Lessons for Domestic and Business purposes.
BY N. B. DENNYS, PH.D.
*** This Work has been approved as a text-book for the examinations in Chinese by the Government Examination Board of Hongkong.
For Sale at the
CHINA MAIL OFFICE.
3m 2114 Hongkong, 15th December, 1874.

IN THE SUPREME COURT OF HONGKONG.
PROBATE JURISDICTION.
In the Goods of JOSE MANUEL.....*Deceased.*
G. S. GIBSON, *late of the "Poyang,"* ... "
ERNST WUSTERHAUSEN, "
TANG YIK, ... "
JOSEPH AIKEN, ... "

NOTICE is hereby given that in accordance with the provisions of Ordinance No. 9 of 1870, section 3, an order has been made by the Honorable Sir JOHN SMALE, KNIGHT, Chief Justice of the said Court, limiting the time for Creditors and others to send in their Claims against the above Estates to *Thursday, the 30th day of September*, 1875, on or before which date all Claims must be proved, otherwise they will not be included in the scheme of Division.

All persons indebted to the said Estates are requested to make immediate payment to
W. H. ALEXANDER,
Official Administrator.
7d 2142 Hongkong, 21st December, 1874.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.
CHAS. H. MORGAN
Agent.
1y 943 Hongkong, 18th June, 1874.

Auctions.

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, *THIS DAY*, the 24th December, 1874, at Noon, *(instead of at the time previously advertised,)* at his Sale Rooms, Queen's Road,—
American TOBACCO.
EAU-DE-COLOGNE.
Tooth BRUSHES.
ELASTICS.
SHIRTS, SCARFS, TIES, Check FLANNEL, CASHMERE, CLOTH, BUCKSKINS, SOCKS, STOCKINGS, &c.
An Invoice of FANCY GOODS, comprising Marble and Alabaster CLOCKS, Lamp CLOCKS, ORNAMENTS, VASES, Toilet ORNAMENTS, PLATED WARE, &c.
To close a Consignment.—
1 Case containing about 8 Mills of Superior Manila CHEROOTS, packed in boxes of 200.
1 Case containing 6½ Mills of Superior Manila CHEROOTS, packed in boxes of 100.
8 Bales BLANKETS.
Also,
By Order,—
2 Silver WATCHES and Gold CHAINS, 3 RINGS, 1 Crystal SET in GOLD, 3 GOLD STUDS and PEARLS, 4 Gold Collar STUDS, 2 Agate SOLITAIRES, 1 Japanese BUCKLE, and 1 Gold LOCKET, belonging to the Estate of the late THOMAS WELSBY.
And
(For account of the concerned,)—
13 Casks STOUT.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
2122 Hongkong, 19th December, 1874.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
THIS DAY,
the 24th December, 1874, at Mr. M. ULLMANN'S Store, (who is to leave the Colony at once), No. 3, Graham Street,—
The whole of his STOCK-IN-TRADE and FIXTURES, consisting of a Large Assortment of EUROPEAN and JAPANESE GOODS.
To be Sold without reserve.
TERMS OF SALE—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. GUEDES, Jn.
2148 Hongkong, 22nd December, 1874.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
TUESDAY,
the 29th day of December, 1874, at Noon, at the Residence of PAUL DACKAN, Esq., Shelley Street, next to Lusitano Club,—
The whole of his HOUSEHOLD FURNITURE, &c., comprising:—Dining Room, Dining Room, and Bedrooms SUITES, Reupholstered COUCH, CHAIRS and Easy CHAIRS, MIRRORS, PICTURES, CLOCKS, GASALIERS, LAMPS, TABLES, SIDEBOARD, WHATNOTS, CROCKERY WARE, GLASS WARE and PLATED WARE, BEDSTEADS, WARDROBES, CHEST of DRAWERS, Toilet TABLE, WASHSTAND, &c.
And
A GRAND PIANO, by CHICKERING, New York.
Catalogues will be issued.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
2162 Hongkong, 24th December, 1874.

POSTPONED TILL WEDNESDAY, THE 30TH DECEMBER.
FURNITURE SALE.
ENGLISH AND CHINA-MADE HOUSEHOLD FURNITURE.

LANE, CRAWFORD & Co. have received Instructions to Sell by Public Auction, on
WEDNESDAY,
the 30th December, 1874, at Noon, *(instead of at the time previously advertised,)* at
"BELMONT,"
the Residence of J. INGLIS, Esq.—
The whole of his HOUSEHOLD FURNITURE, comprising Walnut covered CHAIRS, COUCHES, Carved Blackwood, Marble-top TABLES, Walnut Card TABLES, CLOCKS, CARPETS, CURTAINS, Very Handsome Gilt Framed MIRRORS,
PIANOS; ELECTRO-PLATED WARE, GLASS and CROCKERY WARE, Dining TABLE, SIDEBOARD, WHATNOTS, BOOKS and BOOKCASES;
Brass and Iron BEDSTEADS, WARDROBES, CHESTS of DRAWERS, Dressing TABLES, Toilet MIRRORS, WASHSTANDS, 1 Sewing MACHINE,
1 Handsome Hall LAMP.
1 Mahogany Cottage PIANO, by Rickman.
1 Do. Do. by Collard & Collard.
A few dozen Choice WINES and SPIRITS.
Catalogues will be issued prior to, and the Furniture will be on view on the Morning of the Sale.
Tiffin will be provided at 2 o'clock P.M.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
2146 Hongkong, 23rd December, 1874.

IN THE GOODS OF ALEXANDER MACDONALD, DECEASED.

THE Undersigned has received instructions from the Executors of the late ALEXANDER MACDONALD, to Sell by PUBLIC AUCTION, on
FRIDAY,
the 15th day of January, 1875, at Noon, on the Premises,
All that PIECE or PARCEL of GROUND, situated at PRAYA WEST, and registered in the Land Office as Marine Lot No. 184, containing about 32,000 square feet, with the PATENT SLIP thereon, and all WORKING GEAR connected with the same, and all the BUILDINGS erected thereon, comprising Dwelling House, Machine and Blacksmith's Shops and Engine House.
The above will be offered in One Lot, which will include the GOODWILL of the Business now carried on at the West Point Patent Slip.
And,
At the same time and place, will be Sold the STEAM TUG *Blue Bell*, measuring 75 feet over all, 14 ft. 6 in. Beam, 7 ft. 0 in. Hold, in complete order, built of TEAK throughout and COPPER FASTENED.
Also,
The STOCK, comprising:—
Copper, Bars and Plates, Yellow Metal, Round, Square, Plate, Bar and Angle Iron.
Boiler Tubes, Rivets, Nuts and Bolts, Blacksmith's tools, Forges, Bellows and Anvils, Taps and Dies, Copper and Iron Nails, Brass Screws, Chains of various sizes, Steel, &c., &c.
And,
A QUANTITY of TIMBER.
The Slip can receive vessels of 1,500 tons, and has docked a vessel of 1,400 tons capacity, *and is in complete working order.*
TERMS OF SALE FOR THE MARINE LOT, PATENT SLIP AND BUILDINGS.—One half of the purchase money to be paid on the fall of the hammer, and balance on completion of the Deed of Transfer, the expenses of which to be paid by the purchaser. On the other Lots, cash before delivery. All Lots with all faults and errors of description to be at purchaser's risk from the fall of the hammer.
Further Particulars can be obtained from Messrs. CALDWELL and BREETON, Solicitors of the Representative of the late ALEXANDER MACDONALD.
J. M. ARMSTRONG,
Auctioneer.
2044 Hongkong, 5th December, 1874.

Auctions.

NOTICE.

THE Undersigned has received instructions to Sell by Public Auction, under a Decree of the Supreme Court of Hongkong, on
TUESDAY,
the 29th day of December, 1874, at Noon, on the Premises, if not previously disposed of by Private Contract,—
All that VALUABLE LEASEHOLD PROPERTY, adjoining on the North side thereof on the Queen's Road, on the South side thereof on Ground in the possession of the Government, on the West side thereof on a public road, which said PIECE of GROUND is known as INLAND LOT No. 9a. Together with all the SHOPS, DWELLINGS, HOUSES, BUILDINGS, and ERECTIONS thereon.
A Plan of the Property may be seen, and Further Particulars may be obtained, on application to the Undersigned.
TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, and balance on completion of the Assignment and Transfer of the Property, which will be at the cost of the Purchaser on fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
Queen's Road.
2126 Hongkong, 19th December, 1874.

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, on
TUESDAY,
the 29th December, 1874, at 2 o'clock P.M., at the Residence of W. P. FLOYD, Esq., 7, Wyndham Street,—
The whole of his HOUSEHOLD FURNITURE, comprising:—CHAIRS, COUCHES, MIRRORS, TABLES, WARDROBES, WASHSTANDS, BEDSTEADS, GLASS and CROCKERY WARE, ALBUMS with PHOTOGRAPHIC VIEWS, CAMERAS, PHOTOGRAPHIC APPARATUS and Sundry COMMERCIALS,
&c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
2147 Hongkong, 22nd December, 1874.

THOMPSON & HIND
Have just Opened a Choice Assortment of
LADIES' CLOTH JACKETS
with Buttons,
SCARBRO' and HOME SPUN COSTUMES,
CLOTH JACKETS, HYMALAYA SHAWLS,
AUSTRIAN CHAIR RUGS,
LADIES' FRENCH TRIMMED FELT HATS,
Plain and Beaded,
CHOICE FEATHERS, FLOWERS, RIBBONS and FICHUS,
in great variety.
BERLIN SLIPPERS and CUSHION PATTERNS,
GENTLEMEN'S BLACK, DRAB, AND FAWN FELT HATS,
in the latest and most approved shapes:
THE DOVER, STAMFORD, ARGYLE, STRASBURG, RYDE, and BEAUFORT.
All the new Shapes in
TIES, SCARFS, CRAVATS, COLLARS, and SHIRTS,
WARM UNDERCLOTHING and DRESSING GOWNS,
GENTLEMEN'S CALF and STOUT WALKING BOOTS.
2101 Hongkong, 15th December, 1874.

WAR DEPARTMENT CONTRACT.
NOTICE TO CONTRACTORS.

WITH Reference to my Advertisement dated 7th instant.—FRESH TENDERS (in duplicate) are required for the Works to be executed in IMPROVING the DRAINAGE of Murray Barracks, and will be received in this Office up to Noon of SATURDAY, the 26th instant.—
Parties desiring to tender for the Execution of these Works must leave their Names and Addresses, with those of two Eligible Securities, at the Office of the Commanding Royal Engineer, Commissariat Buildings, Queen's Road East (where Plans may be seen, and all further information obtained), on or before Noon of the 24th instant, and pay the sum of $3 for each copy of the Specification and Bills of Quantities, which have been prepared by the Government Surveyor.
The Parties who have already tendered are permitted to send in Amended Tenders if desirous of so doing.
The Assistant Controller (for the Secretary of State for War) does not bind himself to accept the lowest or any Tender.
C. M. MOLONY,
Assistant Controller.
Controller's Office,
Hongkong, 21st December, 1874. [6d 2139

NOTICE TO MARINERS.

THE Government of Japan publishes on the 12th Month (December) of each year, for the use of Mariners,
DESCRIPTIVE LIST
OF ALL THE
LIGHTHOUSES, LIGHT SHIPS, BUOYS, AND BEACONS,
Established by them—giving the characteristic appearance and correct bearings of each.
Mariners are requested not to purchase any List except that for the year current at the time of purchase, as changes or corrections may have been made, and no reliance can be placed on any List which has been published for a preceding year.
Copies of the List for the 8th year of Meiji can now be obtained from Messrs. LANE, CRAWFORD & Co., at Yokohama, Shanghai, and Hongkong; from Messrs. KIRBY & Co., at Kobe; from Messrs. ADAMS & Co., at Nagasaki; and also at the Lighthouse Office, Benten, Yokohama.
PRICE, 25 CENTS.
SATOW YOZO, TODAI NO KAMI.
R. HENRY BRUNTON,
Engineer,
Lighthouse Department,
Benten, Yokohama,
12th Month, 7th year of Meiji,
1m 2151] *(December, 1874.)*

NATIONAL CLOCK COMPANY,
OF CONNECTICUT, U.S.A.
MURRAY DAVIS,
SOLE AGENT, 31 *and* 33, *SUTTER STREET*,
SAN FRANCISCO, CALIFORNIA,
IS prepared to fill Orders for all CLOCKS Manufactured by
ANSONIA CLOCK CO. GILBERT CLOCK CO.
WATERBURY CLOCK CO. E. INGRAHAM & CO.
☞ Send for Illustrated Catalogue and Price Lists. [3m 2042

FOR SALE.

A CARGO of Best MANILA HARDWOOD, including LOGS, 96 feet long and 26 inches square, to arrive per French Barque "*Animal Devoueu*," shortly expected from the Philippine Islands.
For Particulars and Terms, apply to
CARLOWITZ & Co.
tf 1850 Hongkong, 9th November, 1874.

Intimations.

ROSE & CO.
BEG to call attention to their NEW STOCK of GOODS for the present Season, which they have just received:—
Ladies' Black Silk Velvet JACKETS.
Cloth and Serge Do.
FUR TRIMMINGS of every description.
Ladies' Silk, Serge, and Rep COSTUMES.
Girls' COSTUMES.
Boys' SAILOR SUITS.
ELDERDOWN SETS for Children, consisting of JACKET, MUFF, and COLLARET.
WOOLLEN SHAWLS,
and
SHETLAND WRAPS
in great Variety.
Brown QUILTS and SHEETS.
PETTICOATS.
Opera HOODS and CLOAKS.
French MILLINERY.
Latest Novelties in HATS and BONNETS,
Velvet, Felt, Straw, and Chip.
French FLOWERS, PLUMES, and Fancy FEATHERS.
Choice designs in JET TRIMMINGS.
LINEN and FANCY SETS, Assorted,
including
"The New Beaded BERTHA and SACHEL."
"The Patent DRESS IMPROVER."
SILKS, VELVETEENS.
New Diagonal SERGES.
REPS, SATIN CLOTHS.
French MERINOS, in all Colours.
Ladies' and Gentlemen's Paris Kid GLOVES.
Gentlemen's French BOOTS.
N.B.—SELBY'S [illegible] TIES.
Cash's Celebrated Friction TOWELS.
PERFUMERY in [illegible]
Berlin WOOL WORK of every description.
CRICKET SETS, complete,
&c., &c., &c.
2020 Hongkong, 5th December, 1874.

KRUSE & Co.
NOW beg to offer for Sale their NEW STOCK of GOODS from PARIS, LONDON, AND VIENNA,
COMPRISING:—
AN ASSORTMENT OF FINE PARISIAN JEWELLERY.
LADIES' WRITING DESKS.
LADIES' WORK TABLES.
LADIES' and GENTLEMEN'S TRAVELLING BAGS and CASES.
PHOTOGRAPH ALBUMS
for
CABINETS and CARTES DE VISITES.
OPERA GLASSES.
LIQUEUR STANDS.
SCENTED HANDKEROHIEF and GLOVE BOXES.
DINNER SERVICES.
DESSERT SERVICES.
COFFEE MACHINES.
COSTUME CRACKERS,
&c., &c., &c.
JARDINIERES.
ROCOCO FANS.
IVORY PAINTED FANS.
TORTOISESHELL FANS.
HANDSOMELY CARVED MEERSCHAUM PIPES and CIGARHOLDERS.
And
A VARIETY of FANCY ARTICLES
suitable for
CHRISTMAS PRESENTS.
Also,
A CHOICE COLLECTION
of GENUINE HAVANNA CIGARS
and CIGARETTES
at Moderate Prices.

COTTAGE PIANOS,
by LUNAU, LUBECK,
expressly made for the Climate.
22d 2058 Hongkong, 9th December, 1874.

HONGKONG AND CHINA GAS COMPANY, LIMITED.
THE Transfer Books of this Company will be CLOSED from the 26th instant until the 9th proximo, both days inclusive.
A. NEWTON,
Manager.
25d 2110 Hongkong, 15th December, 1874.

COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.
No fire insurance has been effected.
C. BERTRAND,
Principal Agent.
Per "Donnai," 2nd July, 1874.
FD, 1/36. ... ... 35 cases Beer.
Per "Sindh," 4th December, 1874.
PJL in triangle, 5884/5886 ... 3 cases Drapery.
GM in diamond, J N 1005 ... 1 case Hardware.
YW ... ... 23 bales Cotton.
" ... ... 1 bale Medicine.
Hongkong, 9th December, 1874.

Intimations.

FOR SHANGHAI.
THE Steamship
"YANGTSZE,"
A. Corsar, Master, will be despatched for the above Ports TO-DAY, the 24th inst., at 10 A.M.
For Freight or Passage, apply to
SIEMSSEN & Co.
2158 Hongkong, 24th December, 1874.

FOR AMOY (*Direct.*)
THE Steamship
"YUEN-TZE-FEE,"
Captain Moalle, will leave for the above Port TO-MORROW, the 25th inst., at daylight.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
21 2155 Hongkong, 23rd December, 1874.

FOR SWATOW, AMOY, AND FOOCHOW.
THE Steamship
"KWANGTUNG,"
Captain Pitman, will leave for the above Ports on SUNDAY next, the 27th inst., at 8 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
41 2156 Hongkong, 23rd December, 1874.

OCEAN STEAMSHIP COMPANY.
FOR LONDON, *via* SUEZ CANAL.
THE Company's Steamship
"ACHILLES"
will be despatched on or about the 27th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE.
Agents.
2159 Hongkong, 24th December, 1874.

FOR SALE.
A Barque
"SANTA SANCHA,"
324 Tons, late the "*Hyacinth*." For Further Particulars, apply immediately to
A. A. DE MELLO & Co.
24d 2160 Macao, 22nd December, 1874.

NOTICE.
ANY Claims against the British Bark *Lord Macaulay* must be sent in to the Undersigned before noon on SATURDAY, the 26th inst., or they will not be recognised.
VOGEL, HAGEDORN & Co.
4d 2154 Hongkong, 23rd December, 1874.

CHRISTMAS AND NEW YEAR HOLIDAYS.
THE [illegible] Bank will CLOSE [illegible] Public Business on [illegible] DAY, the 25th and 26th instant, [illegible] and SATURDAY, the 1st and 2nd proximo.
Hongkong, 23rd December, 1874.
For the ORIENTAL BANK CORPORATION,
H. W. KERR,
Acting Manager, Hongkong.
For the CHARTERED MERCANTILE BANK OF INDIA, LONDON AND CHINA,
E. H. NELSON,
Acting Manager, Hongkong.
For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
M. W. ROLD,
Manager, Hongkong.
For the COMPTOIR D'ESCOMPTE DE PARIS,
CHR. DE GUIGNE,
Manager.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
JAMES GREIG,
Chief Manager.
For the NATIONAL BANK OF INDIA, LIMITED,
R. H. SANDEMAN,
9d 2153] *Acting Manager.*

HONGKONG BAKERY,
Established at No 40, Central Market, in 1863.
CHRISTMAS-DAY.
RUSTOMJEE RUTTONJEE begs to inform the Public and Community of Hongkong and out Stations, that he is ready to make CHRISTMAS CAKES and all other sorts of CAKES, BREAD, BISCUITS, and other CONFECTIONERY at the following prices:—

	$ c.		$ c.
Plum Wedding Cakes pr. lb.	0.90	Current Cakes pr. doz.	1.00
Plum Cakes pr. lb.	0.70	Spun Cakes pr. doz.	0.50
Seed Cakes "	0.45		
Almond Cakes "	0.70	Bun Cakes pr. doz.	1.00
Macroon Cakes pr. doz.	1.00	Mince Pies "	2.00

All other sorts of CONFECTIONERY and PASTRY at moderate price.
1m 1930 Hongkong, 1st December, 1874.

Notices to Consignees.

NOTICE.
PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
ALL Cargo, ex "*Golconda*," has been landed into the Company's Godown, opposite the new Wharf, and Consignees are informed that Goods remain at their risk.
A. McIVER,
Superintendent.
2161 Hongkong, 23rd December, 1874.

AMERICAN SHIP *GAME COCK*, FROM NEW YORK AND SINGAPORE.
CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned, for Countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
VOGEL

Notices of Firms.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.
OFFICE—*No. 6, Stanley Street.*
W. H. NOTLEY.
tf 1765 Hongkong, 24th October, 1874.

NOTICE.

MR. ALFRED THOMAS MANGER has this day been admitted a Partner in our Firm.
DOUGLAS LAPRAIK & Co.
1829 Hongkong, 2nd November, 1874.

NOTICE.

I HAVE this day Established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT, under the Firm of
WIELER & Co.
OSCAR WIELER.
tf 2137 Hongkong, 19th December, 1874.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS PICKERING DROWN, in our Firm, ceased on the 10th November, 1873.
E. VINCENT & Co.
Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.
E. VINCENT & Co.
Swatow, China, 10th October, 1874. tf 1669

NOTICE.

I HAVE Established myself at this Port as Merchant and Commission Agent.
A. MACG. HEATON.
tf 491 Hongkong, 31st March, 1874.

NOTICE.

I HAVE this day Established myself at this Port as a WINE and SPIRIT MERCHANT and GENERAL COMMISSION AGENT.
OFFICE—*No. 50, Queen's Road Central.*
ED. CHASTEL.
3m 1812 Hongkong, 1st November, 1874.

"THE CHRONICLE & DIRECTORY" FOR 1875.

THIS Work, now in the THIRTEENTH year of its existence, will be published as early as practicable after the close of the current year.

It will be compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains will be spared to make the work complete in all respects.

The Directory will be published in two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

Macao.....Messrs. J. P. DA SILVA & Co.
Swatow....." QUELCH and CAMPBELL.
Amoy....." WILSON, NICHOLLS & Co.
Formosa....." WILSON, NICHOLLS & Co.
Foochow....." HEDGE & Co.
Ningpo....." KELLY & Co., Shanghai.
Shanghai....." HALL & HOLTZ.
" .....KELLY & Co.
Hankow and River Ports.....HALL & HOLTZ and KELLY & Co., Shanghai.
Chefoo and Newchwang.....HALL & HOLTZ and KELLY & Co., Shanghai.
Tientsin and Peking.....HALL & HOLTZ and KELLY & Co., Shanghai.
Nagasaki.....THE C. & J. TRADING Co.
Hiogo, Osaka.....THE C. & J. TRADING Co.
Yokohama.....Messrs. LANE, CRAWFORD & Co.
" .....Mr. J. D. MOSS, *Japan Gazette* Office.
Manila.....Messrs. J. DE LOYZAGA & Co.
Singapore.....*Straits Times* Office.
London.....Mr. F. ALGAR, Clement's Lane.
" .....GEO. STREET, 30, Cornhill.
" .....Messrs. BATES, HENRY & Co.
San Francisco...Mr. L. P. FISHER, 21, Merchant's Exchange.
New York.....Messrs. S. M. PETTINGILL & Co., 37, Park Row.

The Daily Press

HONGKONG, DECEMBER 24TH, 1874.

THE article which we subjoin from the *Foochow Herald* with reference to the misunderstanding in regard to the erection of the Telegraph between Amoy and Foochow, fairly sets forth the issue which has arisen between the Chinese Government and the Company. Our contemporary makes an elaborate reply to a statement recently published in this paper on the subject, and goes off with a fair jump at the start by asserting that our publication of the statement in question was "dangerous and reprehensible" because "unauthorised," leaving the inference that its statement is safe and commendable, because it is "authorised." Our statement came from a very good authority, and, allowing all due weight to the "authorised" rejoinder, we would simply point out that this very reply admits that such an issue is in existence as that raised by our version of the matter. It is perfectly clear that the Chinese Authorities assert very much what was contained in the account which we published, and the authorised explanation given in the *Herald*, while denying the correctness of the position adopted by them, admits that the bone of contention is precisely what we indicated. Why authority should be required for giving one view of the controversy more than the other is perhaps best known to the *Herald*. If the account given was mistaken in any respect, it could not be very difficult to show it in some such form as is now adopted. As the writer of the article under notice says, the whole controversy hinges upon the correctness or incorrectness of the statement of our informant to the effect that "the Foochow Authorities never gave any permission to erect the line, either verbally or in writing." In order to prove that such authorisation was given, the *Herald* sets forth the terms of a certain agreement which it was arranged should be signed by the Board of Trade at Foochow on behalf of the Chinese Government, but which it appears the Viceroy objected to sign when it was put into form. This is our contemporary's own version of the matter, and it is evident that the whole point of controversy is whether the agreement set forth was originally assented to by the Viceroy, or whether only a provisional assent on the part of the local authorities was given to it. We presume there are foreign officials in China competent to settle such a point, and we hardly see that there is anything more dangerous and reprehensible in stating one side of the question than the other. In the interests of progress, we should be very glad indeed to see the Company succeed in its undertaking, and are quite willing to accord to it all the credit that is due to its enterprise. If it should turn out that the mandarins are merely shuffling in now asserting that final authority was not given, everyone will rejoice to see a firm stand made by the diplomatic authorities to force them to carry out their engagement. We are unfortunately too familiar with attempts on the part of the Chinese officials to back out of engagements which they have made by throwing the responsibility from one to another; but on the other hand it cannot be denied that the erection of a telegraph in China is a matter of such a character that it might be presumed that before an engagement binding upon the central Government could be made, definite authority from the Peking officials should be obtained, or at least that steps should be taken to render it absolutely certain that such authority has been given to the officials immediately acting in the matter. We have no desire to prejudge the issue, and shall look with interest for further information with regard to it. It is possible that the difficulty which has arisen is not of such magnitude that it cannot be adjusted with a little tact and management; but, even with the present explanation, it is still certainly left an open question whether it was not an assumption, scarcely warranted by a prudent view of the subject, that the verbal assent of a Taotai was sufficient to bind the Chinese Government in a matter of so much general and political importance as that of granting a concession for the erection of a line of telegraph over Chinese territory.

To-morrow being Christmas Day, there will be no issue of this paper.

The operations for raising the steamers *Albay* and *Leonor* are being carried on with every prospect of success. One of the steamers is already sufficiently raised to enable the divers to get under her, and it is expected that they will both be up in a few days.

The *Celestial Empire* states that it learns upon what it considers pretty fair authority that an eminent shipping-firm in Shanghai are about to erect a wharf and godowns at Woosung, at no very distant date, in order to obviate the difficulty of sending their steamers direct to Hankow during the tea-season. It adds: "The transhipment of goods for transmission to Europe will therefore take place at Woosung, and the cargo will be kept there until the steamer destined to convey it on its passage, arrives and receives it on board. Of course the present want of expeditious communication between Shanghai and Woosung is the principal drawback to this scheme—but we imagine it is the only one of anything like a serious nature; while as far as we can see, the Chinese Government will be considerable losers by the falling-off in tonnage-dues. The Municipal Council will also be out of pocket by the arrangement, but this will not benefit the community in any way. When the Imperial revenue is touched, however, it matters not how slightly a certain advantage is reaped, on the side of foreign interests. If the removal of the Woosung Bar is really calculated to further the interests of the trade—because some people say now that it would not be—then the erection of wharves and godowns outside the Bar will probably bring the Chinese to their senses. We have that sword of Damocles hanging over us—the shoaling of the Beacon Flats, the changing of the river-bed, and the gloomy predictions of Mr. Hart: but in the meantime the Woosung Bar is a real, not a visionary obstruction, and it behoves us rather to deal with evils which press upon us at the moment than employ in vacant apprehension the opportunities that should be used for practical and advantageous measures."

POLICE INTELLIGENCE.

23nd December.

BEFORE JAMES RUSSELL, ESQ.

ASSAULT.

Leung Aeing, master of a cargo boat, charged the master of another, named Yep Asing, with assaulting him.

His Worship sent the defendant to six weeks' hard labour.

UNLAWFUL POSSESSION.

Chinese constable No. 286, charged a coolie, Hang Ango, with the unlawful possession of a bag of rice.

Remanded till Monday next.

A FIRE IMP.

European constable No. 30, charged Tang Aluk, a coolie, with attempting to steal at the fire last night.

The defendant was sentenced to seven days' imprisonment.

UNLAWFUL POSSESSION.

Cheung Atuck, a chair coolie, brought up by Sikh constable No. 550, and convicted of the unlawful possession of a tin strainer at the scene of the fire, was fined five shillings.

ASSAULT.

Shek Afook, a farmer, charged a boatman, named Chan Yee Koo, with assaulting him with a stone.

The defendent was sent to 14 days' hard labour.

LARCENY.

Ng Ayee, the master of a clothes shop, at Bowrington, charged two boys, Poon Ngu and Low Apoon, thirteen and eleven years of age, respectively, with stealing a roll of brown tanned cloth from his shop.

In the course of the case, the boys said they had been taught to steal by a man named Tow Pee Chi, who was then made defendant. After the evidence of the four boys, it was proved by Mr. Mulgraves, of the gaol, that the defendant had previously been in that institution. He was sent to three months' hard labour and ordered to be twice flogged, ten strokes each time. The two boys charged with stealing the cloth were further remanded.

SHIPPING REPORTS.

Continued from the 1st Page.

The British steamship *Yotting* reports left Swatow on 22nd December, and had strong N.E. winds and fine weather.

The British brig *Niagara* reports left Sydney on 19th October. Throughout the whole passage experienced a succession of calms and light airs till making the China Sea, when got moderate and light monsoon till the last two days, when experienced strong winds to arrival.

The British bark *Margaton* reports left Newcastle, N.S.W., on 3rd November. Had fine weather throughout the passage till entering the China Sea, when experienced moderate monsoon, the last two days very strong N.E. monsoon and high sea.

The French bark *Clementine* reports left Bangkok on 15th November. In the Gulf of Siam had light and moderate winds to Pulo Obi. In the China Sea moderate monsoon till the last two days, when experienced strong monsoon.

The British bark *Pelgrave* reports left Newcastle, N.S.W., on 1st November. Had light airs and calms throughout the passage till the China sea, when got moderate monsoon; the latter part fresh to arrival. On the 1st December, was in company with the British bark *Rachael*, from Newcastle, N.S.W., bound to Hongkong.

FOOCHOW.

(*Herald, December 17th.*)

The Viceroy arrived from Chang-Chow-Foo on the 11th instant. He was escorted by a large staff of Mandarins, and about 5,000 troops.

We are informed that the Foreign drilled troops at the South Camp have lately shown a mutinous spirit, and that yesterday two of the men, headed by Mr. McMahon's linguist, refused to obey orders; they were instantly arrested, bamboo'd on the spot, and dismissed the regiment.

We understand that an engagement has taken place in Formosa, between the Chinese and Aborigines, resulting in the defeat of the latter. The Chinese report a loss of 10 killed and wounded on their side, and 66 of the enemy killed. Doubtless the poor Aborigines will be civilized off the face of the earth, ere long.

SHANGHAI.

On the 16th instant, Captain Thomson, of H.M.S. *Modeste*, took leave of his officers and crew, on departing for Hongkong, per P. & O. steamer *Bangalore*, to take command of H.M. surveying and discovery ship *Challenger*, his acceptance of the offer of which appointment we notified at the time. In the course of the day, the crew were all mustered aft, when Captain Thomson announced the termination of his command of the *Modeste*, and expressed the regret he felt at severing a connection which had been to him one of uninterrupted satisfaction. In the evening, the ship was illuminated with blue lights, and amidst the loud cheering of the crew and the music of the band, Captain Thomson, escorted by the whole of the officers off duty, proceeded to the *Bangalore*. The cheering was renewed again, and was supplemented by that of the crew of the British merchantman *Northampton*, which also exhibited a blue light, and sent up rockets. The *Modeste*, under Captain Thomson's command, has been what is significantly termed amongst British blue-jackets, a "happy ship," and general regret is felt at losing so popular a commander, while at the same time the men feel a degree of pride that he should have been selected for so important a command as the *Challenger*.—*N. C. Daily News.*

THE "HONGKONG DAILY PRESS" AND THE AMOY TELEGRAPH.

(*Foochow Herald.*)

The dangerous and reprehensible practice of publishing unauthorized statements has recently been fully illustrated by the *Hongkong Daily Press*. In its issue of the 10th instant, our contemporary gives currency to certain information—received from this port—regarding the telegraph line between this place and Amoy, which, if not contradicted, must inevitably lead to serious misapprehension in the public mind, as to the true position of the Great Northern Telegraph Company in the matter. Our last issue contained some general remarks as to the misunderstanding between the Chinese officials and the Company—based upon facts within our knowledge; but, with a view to, if possible, placing before our readers more accurate *data*, we have obtained positive and reliable information upon the subject. This information we now publish, in a condensed form, leaving our readers to draw their own conclusions as to the merits of the case.

The *Daily Press* asserts "that the Foochow Authorities never gave any permission to erect the line, either verbally or in writing." Now the whole controversy hinges upon this point, and we think it can be clearly established, beyond any shadow of doubt, that the Great Northern Telegraph Company were authorised by the committee of the Foreign Board of Trade—of which Loo, Taotai, was then director—with the sanction and approval of the Viceroy, to construct a line of telegraph overland to Amoy. We can testify to the fact of there being at this moment documents in Foochow to prove that in the month of July last the Company's Agent at this port—through Mr. De Lano, United States Consul—submitted three distinct propositions, for the consideration of the Provincial Government—then apparently on the eve of a war with Japan. The first of these three proposals was, that the Company were willing to construct a line of telegraph to Amoy for the Chinese Government, under contract; *secondly*—that they were willing to construct a line at their own cost, but to put up two wires, one of which should be at the disposal of the Chinese Government and be worked by their own employés for Government purposes, the other wire being worked by the Company for general purposes; but that both wires should belong to the Company; *thirdly*—the Company proposed to erect only one wire, but to forward messages for the Chinese Government free of charge. These three proposals were submitted to Loo, Taotai, who acknowledged receipt of the despatch, and intimated that the Company's propositions would be laid before the high officials, and fully considered. After repeated deliberations, the Chinese Authorities authorized Loo, Taotai,—a Director of the Foreign Board of Trade—to inform the Company, through Mr. DeLano, that the Government were prepared to accept the Company's offer to construct the proposed line, in conformity with the second proposition—above mentioned; furthermore, a wish was expressed by the Taotai that the work of construction should be commenced *without delay*, and to this end, orders were at once issued to the officials between this place and Amoy, commanding them to protect the Company's *employés*. Proclamations were accordingly posted up—and as a matter of fact several of these proclamations are now in possession of the Company's Agent. If any further evidence were needed of the undertaking having been sanctioned by the Native Authorities, we would mention the fact that the Company's surveying party,—which subsequently started for Amoy, were accompanied by two Mandarins,—one with the rank of Prefect, and the other of a lower grade—these two officials remained with the company's staff during the entire journey overland to Amoy, calling upon the local Mandarins at different towns, to explain the wishes of the Government, and in every way aiding the work of survey.

On the 12th August last, the Company's Agent at this place—Mr. Henningsen—accompanied by Mr. De Lano—United States Consul—met the Foreign Board of Trade, by appointment, at their Yamen for the purpose of arranging the terms of the contract. After a full discussion of every single point, a formal verbal agreement was entered into by both parties; this agreement was roughly drawn up in Chinese, on the spot, but it was arranged to have it made out formally in English and Chinese, and signed by the Board of Trade on behalf of the Chinese Government, and by Mr. Henningsen on behalf of the Great Northen Telegraph Company. The chief clauses in this agreement were as follows, viz:—

First.—The Company were granted a monopoly of the line to Amoy for 30 years.

Secondly—The Authorities undertook to assist the Company in buying ground for stations in the interior along the line.

Third.—The Company were to be permitted to build residences for a European staff in, or close to, the cities of Hing-Wha-foo and Chang-Chow-foo.

Fourth.—The local officials on the *route* would be instructed to render all possible assistance to the Company—each of them being held responsible for the protection of the line through his district.

The above were, as we have already stated, the principal points verbally agreed to, and put down in writing (Chinese). This agreement, subsequently drawn up in English and Chinese, was signed by Mr. Henningsen, and afterwards sent into the Yamen of the Board of Trade for signature. A difficulty here arose—the Viceroy had urged objections (of an unimportant nature). What did his Excellency require?—the Company asked. The Viceroy's wishes were explained, and the Company immediately assented to the proposed amendments; but the Mandarins were obdurate and still refused to sign the document, pleading trivial excuses and resorting to mean subterfuges. It was evident at this stage of the proceedings that the Chinese officials were striving, in a most undignified and unscrupulous manner, to repudiate the contract, but they hardened that the Company—anxious to carry out the request of Loo, Taotai—had already informed, by telegraph, the Directors in Europe of the concession having been granted, and on the 15th August, before any difficulties had arisen, all the necessary material, and a staff of engineers, left London for China in the S. S. *Hongkong*. It must be allowed that under these circumstances the Company could not have been expected to incur a certain loss by falling in with disreputable policy of the Provincial Government, and that consequently they were justified in maintaining the validity of the concession which, as we have already shown, was freely and unmistakeably granted to them. The Great Northern Telegraph Company have acted wisely and courageously in going on with the work—notwithstanding official intrigue, and if their laudable action conduces to no other result than the exposure of Mandarin craftiness and duplicity, they will have done a good service to civilized humanity.

COMMERCIAL INTELLIGENCE.

DECEMBER 23RD, EVENING.

Patna $607½ cash small sales, weak. Benares $577½ cash sellers. Malwa $565 on credit small sales. Imports per *Golconda* 2,171 chests Malwa from Bombay, 250 chests Patna from Calcutta, and 100 chests Benares from Singapore. Exports per *Golconda* to Shanghai, about 800 chests Patna opium. Cargoes afloat from Calcutta, steamers *Japan*, *China* and *Peshawar*, 1,800 chests Patna, and 1,600 chests Benares.

SHARES.

Hongkong and Shanghai Bank Shares—3 per cent. premium.

Union Insurance Society of Canton, new shares—$50 per share, premium nominal.

China Traders' Insurance Company's Shares—$1,400 per share, nominal.

China and Japan Marine Insurance—Tls. 78 per share, nominal.

Chinese Insurance Company,—$200 per share, nominal.

Hongkong Fire Insurance Company's Shares—$527½ per share.

China Fire Insurance Company's Shares—$132 per share.

Victoria Fire Insurance Company's Shares—$125 per share.

Hongkong and Whampoa Dock Company's Shares—50 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—11 per cent. premium.

Shanghai Steam Navigation Company—Tls. 79 per share.

Hongkong Gas Company's Shares—$75 per share.

Hongkong Hotel Company's Shares—$55 per cent. discount.

Indo-Chinese Sugar Company—$7 per share.

EXCHANGE.

ON LONDON:—
Bank Bills, on demand, ... 4/1½
Bank Bills, at 30 days' sight, 4/1½ to 4/1¾
Bank Bills, at 6 months' sight, 4/2½
Credits, at 6 months' sight..... 4/2½
Documentary Bills, at 6 months' sight 4/2½

ON BOMBAY.—Bank, on demand 222

ON CALCUTTA.—Bank, on demand 222

ON SHANGHAI:—
Bank, sight..... 72½
Private, 30 days' sight 73½

SALES ON DECEMBER 23RD, 1874.

As reported by Chinese.

Fungus, 10 bags, at $27.50, by Kook-hing-wo to travelling trader.

Red Dates, 150 bags, at Tls. 1,900, by Yee-chong to travelling trade.

Gamboes, 200 piculs, at $1.08, by Yee-kee to travelling trader.

Vermicelli, 150 bags, at $7.90, by Yee-kee to travelling trader.

White Wax, 2 pieces, at $87.00, by Wing-shing-shun to travelling trader.

Almonds, 10 bags, at $17.80, by Chew-long to travelling trader.

NEWS FOR THE ENGLISH MAIL.

REGISTRATION OF CHINESE.

The draft of an ordinance has been prepared, having for its object the improvement of certain parts of the Hongkong Registration Ordinance of 1866. The most important feature in the proposed measure is the introduction of a clause by which Chinese Hongs are to be compelled to give a return of their partners both in Hongkong and elsewhere. A measure of this kind has long been under consideration as possibly desirable as a means of doing away with certain difficulties which have been found to exist in ascertaining who are the partners in Chinese firms; and if it were possible to carry it out satisfactorily such a provision might be of much use. Unfortunately, however, past experience as to registration does not tend to induce any very great confidence in such a measure. It is perhaps somewhat peculiar that in a place where practically we are unable to read and write, we have an itching for registering all kinds of matters, which we should certainly never think of subjecting to the process at home. It is no exaggeration to say that in regard to the registering of Chinese we are simply in the position of not being able to read and write. No European could be found sufficiently conversant with Chinese to be able to register Chinese names, and in consequence the details must be left entirely to native clerks, into whose hands a vast amount of power is thus thrown. Unless the employés to whom the duty of registering is deputed are men upon whose carefulness and accuracy complete reliance can be placed, it is obvious that we can never be certain that registration is properly carried out, and considering how often powers of this kind are abused by Chinese, we ought to be careful how we place it in their hands further than there is an absolute necessity. The clause in the proposed draft ordinance seems to us to be extremely crude and quite inadequate to meet so difficult a matter as registering all the partners in all the Chinese Hongs or shops in the Colony. The matter is one of so complicated a nature that we look with great interest to the discussion in Council especially in reference to the legal bearing of the question, but in the meantime we may point out that there are many obvious practical difficulties in the way, and that the measure is one which ought to be adopted with very great caution as it may have the most important effect upon the commerce of the Colony.

The most obvious point at which we are called upon to hesitate before passing a measure of the kind is the power which it will throw into the hands of the Chinese at Canton for imposing taxes on the trade of this Colony. It is well known that Canton officials have their emissaries in Hongkong, and nothing could work more completely into their hands than a measure which has for its object the registration of the names of all partners whether in Hongkong or "elsewhere" in Chinese houses of business. Things have gone to severe enough lengths in this respect already, and it will be the height of folly to introduce any measure which will tend to increase the facilities which already exist, and are only too readily availed of for bringing pressure to bear upon the native traders in the Colony. Every Chinese Hong which has a partner at Canton will at once become a prey to the squeezing which is carried on; and it will be quite useless to attempt any resistance to the exactions of the tradisers when so easy a method will be placed in the hands of the Canton Mandarins of coming down upon the partners there. This consideration alone ought to be quite sufficient to cause great hesitation in introducing a measure of this kind; but we are also called upon to be especially careful in any such legislation, as it is contrary to the whole spirit of English law to pass enactments which may be a vexatious interference with trade, and which at best can only accomplish what men could do for themselves equally well by prudence and care. We must also remember that it may appear an injustice to the Chinese that they should be forced to register the partners in their firms while foreigners are exempted from doing so. It is true that some Chinese have said that such a measure would be acceptable, but there is no adequate ground to assume that a certain number of natives who happen to be able to get the ear of the Authorities represent the whole Chinese community; and even if a wish of this kind emanated from a large number of Chinese residents, it would still leave unaffected the fact that one class would be placed upon a different footing to others in regard to a vital point in connection with all commercial operations.

Another bearing of the subject is also worthy of consideration. It was stated not long ago by Mr. CHAS. MAY in the Council, that the effect of licensing the "lans" in the market had been to enable the tradesmen to establish a complete monopoly, and to prevent those who would not combine with them from setting up at all. If this is the fact, of which we believe there is no doubt, is it not extremely likely that the registration of the partners in the different Hongs may be turned to similar account, and may in the course of time be so worked that it will be impossible for anyone to conduct trade between this and Canton without coming to an understanding with a closed association here connected with the guilds at that place? Those who are acquainted with the method in which Chinese trade is conducted will easily perceive the likelihood of this result, and the extent to which the freedom of trade would be likely to be interfered with, and the imposition of exactions by the Canton Authorities facilitated. There are other points connected with the subject of scarcely less importance, which will have to be fully taken into account before this measure be allowed to pass—but the above remarks will, we trust, be sufficient to show how serious may be its effects upon the trade of the Colony, and how necessary it will be for the community and the non-official members to give their attention to the subject, and to take care that a measure of so much importance to commerce be not passed without the fullest consideration being given to it in all its bearings.

MILITARY AND NAVAL FORCES IN CHINA.

In an article which appears in the *London and China Express* with reference to our naval and military forces in China, we observe that it is urged, that it would be advisable to withdraw the garrison from Hongkong and to make use of the money so saved in increasing the naval forces on the station. While we agree that it would be desirable to increase the number of gunboats and men-of-war in the China seas, we entirely disagree with the method by which it is proposed to meet the expense of doing so. The garrison of Hongkong is by no means so useless as our contemporary holds; and, although the payment of the £20,000 military contribution is somewhat severe burden upon the Colony, we believe there are few residents in Hongkong who would not rather pay it, than that the garrison should be withdrawn. So far from its being useless we are strongly of opinion that it is of great value, both as a means of protection in the Colony itself, and also as a means of keeping up our *prestige* and moral influence in China generally, and on both scores, we should greatly regret to see any such policy as our contemporary advocates carried out. Hongkong has hitherto been fortunately free from any such disturbances as have frequently arisen in Penang and Singapore among the native community; but it is by no means certain that order would be so well maintained were there no garrison ready, if necessary, to turn out and quell any riot, nor can we rely upon the absence of disturbances as much in the future as in the past. Even as things are, there have at times been mutterings among the Chinese which might have ended in some breach of the peace, and there is no question that it would be a dangerous encouragement to lawless characters for the Colony to be without some means of defence. As regards the police, we could never rely upon their efficiency in the same way as we can upon that of the military, and the moral effect upon the Chinese in the Colony which is produced by police will never be one tenth of that which will result from the presence of a body of troops. It is also to be borne in mind that dangerous times occasionally arise in China, when the population is excited against foreigners, as for instance at the time of the Tientsin Massacre and of the *Shih Sin Fan* excitement. The native population, which is largely under the influence of the mandarins at Canton, cannot under such circumstances be relied upon, and our only security in the Colony is in the presence of a number of troops sufficient to overawe those disposed to outbreak or riot. To remove the troops, therefore, would be unquestionably dangerous to the safety of this Colony, and there can be little question also that it would have a very serious effect upon our *prestige* and standing in China generally. It is notorious that so soon as the troops were removed from Tientsin some few years after the termination of the last war, difficulties began to arise in China, and all who know the Chinese are prepared to admit the effect which is produced upon them by the sight of a body of troops, which are a standing reminder that we are prepared to defend ourselves if necessary. Were the regiment removed from Hongkong, the news would spread with the greatest rapidity all over China, and there can be no doubt that it would be attributed by bigoted officials and the ignorant masses to a decay of our power and the hope that at last the day was coming when the Barbarians would be driven into the sea would speedily revive. The effect of this it is needless to say would in all probability be some serious disturbance, and the policy advocated by our contemporary would be found to be scarcely less a mistake than that which it is designed to remedy, namely too niggardly a policy in supplying naval forces on the stations. We are confident that it would, for these reasons, be a great mistake to remove the red coats from Hongkong, as they are necessary on grounds of Imperial policy; and, as respects the Colony itself, though the military contribution of £20,000 may be more than we ought properly to be called upon to pay, it would be an error to imagine that improvements in the Police Force would in any way afford the same kind of protection as we derive from the troops, whose chief usefulness is the moral effect they produce both in the Colony and in China.

HONGKONG.

The transit of Venus on the 9th instant attracted considerable attention in this Colony. The weather was cloudy during the early part of the morning, but later on the phenomenon was clearly and beautifully visible through darkened glasses. We regret, however, to state that the scientific gentlemen who made preparation for watching the transit, have experienced a great disappointment by a failure of their observations, in consequence of the thick atmosphere in the early part of the day. The first internal contact of the planet was lost owing to the fog, which cleared away only at 9.55 a.m., when Venus was already upon the sun's disc by a length equal to one quarter of her diameter, thus rendering valueless all subsequent observations. These, as some of our readers may be aware, aimed at an accurate determination of the elapsed time (taken to decimals of a second) between the contacts in ingress and egress, which elapsed time would have given (for this latitude) the length of the chord, or, in other words, the parallactic displacement of Venus upon the sun's face. The clouds however, prevented the "start" from being seen, and there was of course no means of being able to time the planet in her transit. The egress observation was noted with great perfection in a clear blue sky, but though applicable by Delisle's method to latitudes far removed from the equator, taken singly it is worthless as an observation for the parallel of Hongkong.

An inquest was held at the Government temporary Civil Hospital, on the 14th instant, on the body of a Lascar seaman, on board the P. & O. steamship *Orissa*. Hadjee, the Serang on board, deposed to the deceased falling from the rigging. He was knocked by a block which fell from aloft and struck him on the shoulder. Dr. Wharry deposed to examining the body of the deceased and finding the skull fractured, which was the immediate cause of death. The jury returned a verdict of "accidental death."

The seventh annual report of the German Foundling House in this Colony has been published. It shows the receipt of donations to the extent of $1,180 from the German and other foreign residents here and at Canton. The number of children in the Institution is about the same as last year. The sanatory condition has been less favourable during the past year, owing to Dengue fever, which carried off several of the weaker children. Among those indebted to the benevolent instruction of the Foundling House is a blind girl who plays the Harmonium and has mastered the German Bible in raised characters. This girl also instructs other blind inmates in reading and music. Eight of the girls have during the past year been married to respectable Chinese Christians. The report points out that the expenditure, which ordinarily averages over $5,000, has been increased by damage done to the premises by the Typhoon, and an appeal, is made for continued contributions to this benevolent and useful Institution.

It is proposed to pass an ordinance introducing certain changes into the existing registration ordinance in this Colony, and to provide, among other things, for the registration of all the partners in Chinese Hongs. The measure is regarded with disfavour by some of the leading commercial men, as being likely to interfere unduly with trade, to open a door to increased pressure being brought to bear upon the native community by the Mandarins at Canton and as at best only doing what, with proper vigilance, mercantile men can do for themselves so far as it can be done at all. It is suggested also with regard to the registration of native servants that mere registration can be of no use and that to be serviceable it ought to be accompanied by a guarantee, so that a person who takes the trouble to see that a servant's "papers" are in order should have a material and tangible advantage for his trouble, and that the servant himself may derive a benefit from being able to produce friends willing to stand security for his honesty. In former times this was done by the Compradores in houses as a matter of course; but they can now escape from this responsibility—a responsibility which, on account of the family system existing in China, they were not unwilling to take—and it does not certainly appear that the public have gained anything by the substitution of the Registrar-General's certificates for the Compradore's guarantee. If anything is to be done in regard to registration, it would be far better that it should follow the Chinese system, and it might possibly be conducted profitably by some Chinese of respectability, who for a consideration, would guarantee servants engaged from their establishment.

The temperance movement, which has made such satisfactory progress in the North, appears to be making equally important strides in Hongkong. At present this Colony numbers about 200 people who are great enthusiasts in the total abstinence cause, and there are also over 150 resident soldiers, policemen, &c., who are members of Good Templar Lodges, of which there are now two, which meet regularly. Adding to the latter the sailors from ships in the harbour, there are about three hundred Good Templars; and it is stated that they are very anxious to have a Temperance Hall established in the Colony, and that a subscription will shortly be opened for that purpose. It has been suggested that it would be a great advantage if there were some institution in Hongkong to which sailors who go upon temperance principles could resort, and that if there were a common place of resort for sailors, and soldiers, where they could find rational amusement and company—would have their bagatelle or billiard tables, reading room, refreshment hall, &c.—such an institution would probably pay its expenses well, besides being a great boon to many in the Colony.

We are glad to state that the operations for floating the P.M.S.S. *Alaska*, which has been ashore at Aberdeen since the late Typhoon, have at last proved satisfactory, and that she floated off safely on Tuesday evening last.

The Rev. Dr. Burdon, the new Bishop of Victoria, was installed in the Cathedral at the morning Service on Sunday, the 31st inst. He was received at the principal entrance and conducted to his stall in the chancel by a procession consisting of the Rev. E. H. Kidd, Colonial Chaplain, the Revs. W. H. Baynes and A. B. Hutchinson, the Rev. Lo-Sam-Yuen (a deacon) the Registrar of the Diocese, the Choir, and Vorger. The Letters Commendatory from the Archbishop of Canterbury were read out by the Colonial Chaplain, and the Right Rev. Prelate preached a Sermon, and administered the Holy Communion at the conclusion of the Service.

FOOCHOW.

The *Foochow Herald* has the following with reference to the Amoy and Foochow telegraph:—The second section of the Telegraph line to Amoy is now completed, and remains intact. We think that the Company's Agent—Mr. Henninsen—ought to be complimented upon having so far carried out the work entrusted to him despite much underhand opposition. The Shanghai papers advise us of General Ransloff's departure for Peking. As His Excellency has been specially instructed by the Danish Government to enforce the fulfilment of the alleged agreement between the Chinese Government and the Great Northern Telegraph Company, his advent will put matters in a clearer light.

It is announced that increased charges will in future be made by the Government for the storage of gunpowder.

The French brig *H & L*, which left this for Chefoo on the 15th October, and which put into Macao from the West coast, where she had been run down to, after the mysterious missing of Captain Blanchet, arrived here yesterday from Macao, that the owners of cargo on board of her may see that it is correct.

SHANGHAI.

We take the following from the *N. C. Daily News* of the 14th instant:—

On Saturday night pumps were kept at work on the *George Washington*, the about water to which she had been moved, enabling this to be done with effect; and having thus been lightened, she rose with the assistance of the pontoons. The scuttle holes were then stopped, and she was towed to the Hongkew side and moored by Messrs. Farnham & Co.'s new wharf. The water having been further pumped out, some bales of cotton were removed, and the injuries she had sustained by the fire which broke out in her just three weeks ago, were partially ascertained. She proves to have been badly burnt on the port side, by the main hatch, along the under side of the deck beams and ceiling. The discharge of the cotton, which on the top tier at any rate is very sodden and muddy, will be proceeded with to-day, and when it is out the condition of the ship can be better ascertained. Her deck and rigging present rather a wrecked appearance, and we believe the ship generally has suffered from the pulling and hauling she has undergone. It is probable the ship as well as cargo will be put up to auction, for the benefit of the concerned.

We understand that his Excellency Yanagiwara, the Japanese resident Minister at Peking, who left the capital on the 30th ultimo, after having had audience of the Emperor on the 29th, was, while on his way towards Tungchow, assaulted in the person of one of his retainers, who was struck on the head by a stone thrown at him by a Chinese. Mr. Tei, who is in charge of the Legation at Peking, forcibly represented the case to the Tsungli Yamen. That body expressed much regret at the occurrence, and sent an escort to accompany the Minister and his suite for the remainder of the journey. At Tientsin, the wounded man was visited by the Taotai; and the Tsungli Yamen have sent a letter of apology to Mr. Yanagiwara, announcing at the same time the capture of the offender.

The cargo of the *George Washington* proves to have suffered very little by three week's immersion. Except at the outside of the bales, the cotton is perfectly clean and dries readily. The hull of the vessel, which has been pumped dry, is reported by competent authorities to be in wonderfully good order.

At 0.30 a.m. on the 5th inst., the watchman on board the British barque *Conqueror*, Capt. Davidson, discovered that the ship was on fire aft, and immediately called all hands, when it was found that the cargo, tea and grass hats, had become ignited in some unaccountable manner in the after part of the starboard between decks and sail room. Signals were made, and were quickly responded to by the *Hartford*, *Modeste*, *Volta* and the *Lady Louisa*. The bell of the *Conqueror* rung an alarm, which was repeated by the steamer *Fire Queen*, and the steam floating fire-engine from Kin-lee-yuen was promptly despatched to the scene. Two square holes of about 4 feet were cut, one on each side of the main deck aft, and another upon the starboard side of the poop, immediately over the seat of the fire, and a large volume of water was brought to bear. The after hatch was taken off, and the cargo, principally tea, broken out, some of the boxes being thrown overboard. The damage, however, cannot yet be estimated. Everybody working with a will, the fire was got under by 2.30 a.m., although at one time it appeared doubtful if the ship could be saved. The ship was towed on Saturday afternoon to Hunt's Wharf, for the purpose of discharging the damaged cargo. Capt. Davidson desires through us to publicly thank the commanders and officers and crews of U.S.S. *Hartford*, H.M.S. *Modeste* and French corvette *Volta*, and Capt. Scott and the 1st and 2nd officers of the *Lady Louisa*, for their great exertions in putting out the fire, and also the Agents of the S.S.N. Co., for the commendable promptitude with which the steam-fire-engine of that Company came alongside.

The Chinese Magistrate at the Mixed Court, recently exhibited a peculiarly Celestial mode of solving a little difficulty. Ten jinrickshaw coolies were taken before him for obstructing the thoroughfare of the Garden Bridge, so as to cause danger of collision to passing vehicles as well as foot passengers. It is scarcely possible to exaggerate the imminence of the danger at times occasioned by them, especially on the steep inclines of the bridge, and this fact was represented to the Magistrate by the Assessor, who, also, at the request of Inspector Fowler, informed him that, for a long time past, the police had been trying to prevent such obstruction in a quiet manner, but had found their efforts useless, and therefore now wished that an example should be made by sending the defendants for a day's cangue at the bridge. The magistrate questioned the men, some of whom pleaded piteously and clamorously for mercy, and after gravely pondering over the case for a time, made the following offer,—that if they would consent to go and stand cangued at the bridge for a day, as a warning to others, he would give each of them 200 cash when they came back again! Two only of the ten accepted the offer, and they were at once led away to the scene of their offence and reward; the other eight being sent to prison for a day.

A numerously-attended meeting of members of the Shanghai Volunteer Corps, was held at the Lyceum Theatre, called by notification of the Municipal Council. The chair was occupied by J. G. Purdon, Esq., Chairman of the Council and Civil Commandant of the Corps. The meeting was called expressly to elect a Captain and Adjutant-General in the room of Captain Brewer, resigned. It was, however

admonish others to do so likewise, and not render themselves again amenable to the law.

Let all tremble and obey. A special proclamation.

YOKOHAMA.

The *Japan Mail* of the 5th instant says:—

A telegram was received this morning announcing that the evacuation of Formosa by the Japanese troops was completed on the 3rd inst., salutes were exchanged and a Chinese camp was established. The accounts of foreigners who have been with the Japanese during the time they held possession of the Island seem to agree that the persons and property of the peaceable natives have been respected, outrages of every kind were rare, if indeed any occurred, while supplies drawn from the country have been paid for with punctuality and exactness. These are unusual features in Asiatic warfare.

A strange and amusing little quarrel seems to be raging as to the share which the Foreign Attachés of the recent Japanese Embassy to Peking had in bringing about the peaceful solution of the late quarrel. So far as we can follow it, the action of Mr. Wade is virtually ignored, and the pacification of the angry disputants is referred to Mr. Le Gendre, or to some one else, known or unknown. This hardly seems to us fair. "Honour to whom honour" is a maxim of Western courtesy, and they are to blame who disregard its obligations. But the partisans of Mr. Le Gendre claim too much. The honour due and ungrudgingly paid to him is that of having got the Japanese into the trouble. Their extrication from it was due to agencies of a widely different order.

The *Nisshin Shinjishi* says that the War Department have adopted a scheme of Coast fortification, and that this will involve the removal of the English and French troops. The scheme may be admirable, but the subsequent logic is difficult to follow. We shall, however, be pleased when the condition of this country is such that the presence of foreign troops here is no longer considered necessary.

The party of the French astronomers has, we learn, sailed from Kobe for Shimonoseki and Nagasaki, at which two points they purpose making transit observations.

Some Japanese sailors lately wrecked on the Corean Coast having been saved by a Corean fishing boat, money and clothes were given them, and they were otherwise treated in a friendly manner and then sent back to the Japanese settlement in that country.

The staff of officials of the Assembly of Local Authorities has been broken up, and the idea of holding a parliament of them abandoned.

A parallel to the Briggs' tragedy is reported to have occurred on the Kobe and Osaka Railway. The victim in this case was a first-class Japanese passenger, known to have a sum of 300 *yen* in his possession. The murder, which was not discovered until the train arrived at Osaka (the murderer and victim, being the sole occupants of the carriage), appears to have been effected by strangulation. The murderer alighted at a midway station, and though actively sought for by the police, has not yet been discovered.

The following may be regarded as an authentic account of the accident which occurred on the Kobe and Osaka railway on the last instant. The train which left the Kobe terminus at 5.25 p.m., comprising an engine with fourteen other carriages, had arrived within 150 to 200 yards of the Kansuki Bridge when the engine came in contact with a cow which had strayed upon the line. Two of the carriages (a first and a second class, the eighth and ninth from the engine) quitted the rails and fell over the embankment on their sides. There were two passengers in the first, and four in the second-class carriage, all of whom escaped uninjured and were able, by climbing through the windows, to leave their carriages. At the time of the accident the train was proceeding slowly at the rate only of 8 to 10 miles an hour and ascending a gradient of 1 to 200. The engine-driver states that owing to the darkness of the night he did not see the cow until the engine had passed over it. Heat once shut off steam, and by applying the break brought the train to a stand in 180 yards, the low rate of speed and the ascending ground enabling him to do this with ease. It is probable that the animal had been knocked over by the engine, and falling between the rails remained until caught by the wheels of the seventh or eighth carriage and moved across the right hand rail in front of the latter. The wheels of this and the succeeding carriage appear to have passed over it and caused them to leave the rails. The strain thus exercised upon the front part of the train dragged the sixth and seventh carriages from the rails, broke the couplings which connected them with the two following and caused the latter to topple over on to the embankment. It has been stated that the cow was dead when the accident happened, a statement difficult of credence and amply refuted by the evidence of its owner, who had only released it from the yoke about an hour or two before the train came up. Prints of the animal's hoof were apparent in the soft ballast. Means were promptly taken to restore the line, which was clear at about 11 o'clock. The carriages were found to be but slightly injured.

With reference to a statement made in the *Rising Sun*, to the effect that Messrs. Jardine, Matheson & Co. had become the proprietors of the Takashima coal-mine, we have the best authority for saying that this statement is untrue. This contradiction constitutes an answer to the question asked by the *Japan Herald*, in the following words:—"Is this a mere colorable arrangement to evade the Government prohibition?"

The *Japan Mail Advertiser* has the following:—

At about half-past five-o'clock on Saturday afternoon smoke was seeing issuing from the godown on No. 183 in Chinese occupation. Assistance was at once summoned, and the Japanese fire engines, followed after a short interval by those of the foreign Companies, were promptly on the spot. On examination the seat of the fire was found to be in a quantity of raw cotton stored within, and the efforts of the firemen were directed to the prevention of the fire spreading to the building itself. In this they were fortunately successful, owing to an abundant supply of water being available, and before seven o'clock the fire was completely extinguished. Its origin is at present uncertain. It is stated that it must have been smouldering for some time, and that it had probably originated in the carelessness of the Japanese engaged in stowing the bales. Both godown and contents are understood to be insured.

NAGASAKI.

The *Rising Sun* contradicts, by request, the statement contained in its previous issue, that the Takasima Coal mines had been sold to a European firm; and states that the mines have been purchased by Mr. Goto Sogero, but that the management has not been definitely settled.—New buildings are about to be erected on the Great Northern Telegraph Company, and also for Post Offices. The Japanese Government will take charge of the postal arrangements at the beginning of the new year. As instancing the necessity for postal reform at Nagasaki or somewhere else, the *Sun* mentions that by the mail from Yeddo, just previous to the 4th instant, it received four copies of the *Foochow Herald*, two of which dated back to April and the others to June, for which *double postage* was charged.—Two Japanese were baptised in the Hiroshima river, on the 15th ult., by the Rev. Wilton Hack. About 500 natives witnessed the ceremony.—A lawsuit, showing a peculiar Japanese custom, has been decided against the native Governor of Nagasaki. It appears some of the people were desirous of changing their church and made an application to the Governor for permission. The request was not granted, and therefore an application was made to the Judicial Court for redress. The judge decided in favor of the people, and ordered that the Governor, who was represented by two Japanese officers, should pay the whole of the costs of the proceedings, and grant the request of the people as well.

HIOGO.

A charge brought by the Japanese Customs against Messrs. Edward Fisher & Co., of making false declaration in an application to ship camphor, was investigated before Consul Annesley on 1st December. The Court found that an error was made, but not with intent to defraud; and for the mistake, inflicted a mulct of $30, and costs, in addition to the excess duty. The mistake appears to have been made by a Japanese *banto*, and as the charge is not sustained, the infliction of a fine and costs would seem to bear hardly on the defendants.—The first railway accident, involving considerable damage to rolling stock, and some to limb, though fortunately none to life, occurred on the Kobe-Osaka railway on the 2nd inst. It was occasioned by a bullock straying on the line, and, as Stephenson predicted, proved "verra awkward for the coo," which, says the *Hiogo News* correspondent, was cut into fragments.

TOTAL LOSS OF THE STEAMER "MONGOL."

We much regret to have to record the total loss of the above steamer, Captain Flamank, which left on the morning of the 12th inst. for Yokohama. She started about 10.30 A.M., with a Pilot on board, and had fine weather. The Pilot left her just outside the Ly-ee-moon Pass at 11.30. At a quarter to 12, when they were in the vicinity of the Nine Pins, the second officer (Mr. Fry) was on the bridge along with the Captain. The Captain told him that there would be a rock ahead, and asked him to go down and look on the chart to see if he could discover its position. The second officer went down as requested, but could not discover it and came up and told the Captain so. The Captain then told him to keep well off the island and he went down to examine the chart himself. He returned to the bridge soon afterwards and said he could not discover the rock, and only saw an island which would be above water. He then altered the ship's course a little more towards the land and five minutes afterwards she struck. The captain then at once gave orders to sound the pumps, and they found that the ship was making water. Believing that the steamer was resting upon the rock, orders were given to back the engines with a view to getting her off, but it was discovered that she had gone right over the rock. The second officer then ordered the man at the wheel to turn the ship's head round and make for the shore. The water by this time was reported gaining on the ship forward; and seeing that it was useless to proceed, orders were given to stop the engines and attempts were made to get the boats out. The Captain and second officer then left the bridge. The mate and the surgeon were looking after the Captain's wife, who was an invalid. Two boats were lowered, and a number of the crew made off in them, in fact, they were filled before they reached the water. Those remaining on board tried to get another boat down, but the water was gaining so much forwards and the vessel sinking so rapidly, that it was impossible. The second officer seeing that all was over, jumped overboard and swam from the ship. Immediately afterwards the vessel went down, the captain, his wife and several others being lost with her. While the second officer was in the water the bodies of the captain's wife, and of the chief officer were floating close to him. As the vessel was sinking a violent explosion took place from the water coming in contact with the boilers. The boats which made off were away some little distance, and after a time came back and picked up the second and third officers, a fireman and a Chinaman, who were all struggling in the water close together. The vessel at the time she struck was going about 9 knots an hour with a strong monsoon and a heavy swell against her. So sudden was the sad catastrophe that she sank within five minutes after she struck. The two boats were taken in tow by a junk and arrived here about 5 o'clock this afternoon. The *Mongol* was a new vessel built on the Clyde last year, and was one of the new fleet of the New York, London and China Steamship Company Limited. She had a crew in all of 52 of whom fifteen have been lost. The names of those drowned are as follows:—

Captain J. Flamank.
Mrs. Flamank.
W. H. Gawthorpe, chief officer.
W. F. Ring, 4th officer.
— Campbell, second engineer.
J. Smith, 4th engineer.
J. Gentle, boilermaker.
— Smith, carpenter.
— Jewell, second steward.
S. Bevis, mess steward.
— Ludlow, firemen.
— Murdock, do.
— Lewis, do.
— Frankenstone, and Stone, sailors.
Two Chinese.

MARINE COURT OF ENQUIRY.

16th December.

A Marine Court of enquiry with reference to the loss of the British steamship *Mongol*, official number 56496, was held at the Marine Magistrate's Court at noon, to enquire into the wreck, abandonment, damage or casualty of the above named vessel, commanded by Captain Flamank.

The Court was composed of C. May, Esq., (1st Police Magistrate), president, H. G. Thomsett, Esq., R.N., (Marine Magistrate), H. H. Nelson, Esq., unofficial Justice of the Peace, Robert McMurdo, Esq., Government Marine Surveyor, and W. H. Pookley, Esq., Master Marine Mercantile Marine.

T. A. G. Fry, sworn, said he was second mate on board the late steamship *Mongol*. He was in possession of a chief mate's certificate No. 95,950. He joined the *Mongol* September 5th. He had lost his certificate and everything else. The *Mongol* left on the 12th instant at 10.30 a.m. bound to Yokohama. The weather was fine and wind E. N. E. He remembered passing Tamto Island. He was on the bridge at the time. The Chinese pilot left inside of Tamto Island. The chart room was under the bridge. There was a lead's-man in the chains on the starboard side till just outside of Tamto. The wheel was before the bridge underneath. The chart of the place was in the chart room. The vessel was going full speed. He should think ten knots. The Captain, after passing Tamto, occasionally went below to look at the chart. The Captain told him about an arrangement he had made about the route he was about to take, and said something about inside of Formosa. It was then he mentioned about the rock near the Nine Pins. The Captain told him to look at the chart for the rock to the southward of the Nine Pins. He went below to look, and coming up, he reported he could not find a rock in that position. The vessel's head was then E. by N. half N. The Captain then went off the bridge to look at the chart, and whilst he was going off the course was altered E. by N. The Captain came up, and said he could not see anything. The course was then altered to E. by N. half N. Five minutes after the vessel struck. The chief and third officers at the time were forward. When the steamer struck the captain sang out "Good God, the ship's on shore." Some said she was turning over as she rolled. An order was given to reverse the engines a minute after. A report was made by some one that water was coming in forward, and the captain sent him to see and he found the vessel was filling rapidly. All this was in two minutes. He told the captain she was filling, and asked him if it was not advisable to go full speed a-head, and run her on to Tamto Island as he found she was afloat. This was attempted and the vessel moved round two points. Everyone called out the vessel was sinking by the head. This could be seen and they came down from the bridge and went aft. All hands went aft. The boats were being got out. The vessel had two gigs, a long boat and a steam launch—all on davits, but they were swung in on chocks, except the gigs. The two gigs were lowered down by some of the men aft, whilst the captain and himself were on the bridge. Both went aft. He did not know what became of the captain. He did not know who they were that lowered the boats. He looked over the side aft and saw two men going down the tackle falls; he asked them why they run away and said to them he hoped they would be drowned. They were so, as, in their endeavours, they missed the boat and fell into the water. He went on the stern gratings and called the nearest *gig* to come back and take the Captain's wife away. The other boat, with Mr. Hodgkins in, was farther away. Neither boat came back. He did not think the furthest boat could have heard him. The near boat had about six people in her. Both boats were lying doing nothing. He then took off some of his clothing, and the captain standing by the after hatch asked if he was going to leave. The Captain's wife was near. He answered the Captain, "Not just yet," and he then with Johnson a quartermaster went to try to get the second port life boat out, one end was lifted and he saw the ship was sinking rapidly. He told the men to try and push the boat out, but they could not succeed. The water was up to the hatch of the forward stoke hold and the vessel going down by the head. He thought it time to leave and he jumped overboard. The Captain's wife stood stupified; she was a heavy woman. The second steward was standing by her. He swam away from the ship till he considered he got beyond the suction and then turned round and saw the ship sinking; the turmoil of the water prevented him from swimming, and he then saw the third mate with a life buoy who invited him to take hold; he said it would not hold two and grasped a piece of wood, but finding another piece he held on to that till he saw Mr. Hodgkins' boat coming. He then swam to the boat. The boats remained by some time after the vessel sank. There was no Offiness boat near enough to know what had happened. He saw the bodies of the Captain's wife and the chief officer. They were well examined and found to be quite dead. Thorough search having been made, they made for the land and on the way in Mr. Hodgkins engaged some China boats. There were seventeen in his boat, and eighteen in the other. The crew of the *Mongol*, including Mr. Hodgkins, numbered fifty-two. The boat arrived in Hongkong harbour at 4.30 p.m., where they landed. The vessel sank two minutes after he jumped overboard. There were no rowlocks in the boat he was in. There was no time to cut the falls of the life boat. He believed none of those who were drowned could swim. From the time the vessel struck to the time she went down he should say only four minutes elapsed. He could not blame any person on board considering that time only elapsed. There were five life buoys on board.

Malan McFarlane, the chief engineer, said he was in the engine-room when the vessel struck. The first shock was slight but the second was severe. He was instructed to reverse; this he did, and in a minute was told to go ahead, all orders coming from the bridge. The vessel was making water in the forward stokehold and he went on deck and reported to the captain. This was three minutes after striking. He got no answer from him. He left the chief mate and the captain talking together. He went to the engine-room companion and he saw the vessel was filling and her head going down. The captain came aft and ordered the life boats to be put out. He ordered the engineers to stop and come up, seeing that the vessel was sinking. He jumped overboard himself with a ring life buoy. He saw that the captain's wife was aft and a life buoy was in her hand and the second steward was beside her. The captain was superintending the getting out of a life boat. There was no time for anything; all had to look out for themselves.

J. R. Hodgkins, purser on board, said he was on the articles of the ship, having joined her on the 11th instant. He was on the quarter deck when the vessel struck. His impression was that she was going down. The Captain's wife was on the deck sitting in a chair. The vessel made two very heavy rolls and he thought she was going to capsize. He saw the men rush aft to a boat and be lowered the after end of the boat with three men in her. He went down the after fall into the boat and shipped the rudder. The boat had oars, but no rowlocks. He made gummets out of rope on the awning to pull with. Before the boat could be got ready to pull she had drifted fifty feet astern. The three or four men in the boat pulled up to the ship and fourteen men were picked up by his boat, making eighteen in all. When he saw captain Flamank's wife last a buoy was being made fast to her. He saw Captain Flamank come aft, and was beside his wife. He went down into the gig, because he saw the vessel was sinking fast. After all could be done to save life, the two boats steered for a pilot boat with a view of coming into Hongkong. He did not see the second mate on the after gratings nor did he hear him call out. The other boat was on the port quarter whilst he was on the starboard quarter. He did not see the other boat till after the steamer had gone down. Before leaving the steamer he threw overboard a bamboo chair. He made a bargain with the pilot boat people to bring them all in.

George Roger, the surgeon, said he was below when the vessel struck and he went on deck as soon as he could and found all hands rushing about. The captain said to him "don't fear." He then went aft to Captain Flamank's wife, who was an invalid. She was able to get about with a little assistance. He escorted her to the captain, who told her not to fear. She then went to her quarters and was assisted by the second steward. He then went aft and assisted some of the officers to try and get out the life boat, and seeing the boat could not be got out, he went and brought Mrs. Flamank aft and the captain came aft also, and by his request the second steward procured a life buoy for Mrs. Flamank. She told him then to go and see what could be done with the captain, and seeing that the boat could not be got out, and the vessel was sinking fast, he jumped overboard on the port side, and had he not jumped when he did he would have been drowned. He swam back to a white object which he found to be a life boat, and he was picked up by the boat the steward had charge of.

This closed the proceedings when Mr. Fry the second officer desired to make an explanation with reference to a discrepancy in the evidence in regard to the distance the boats were off the ship at the time he hailed them to come back.

Captain Thomsett stated the Court did not regard the point as material to the issue, and was satisfied with Mr. Fry's evidence and conduct during the shipwreck, and in fact did not see that he could have done more than he did.

The Court then rose.

The finding has not yet been published.

TERRIBLE DISASTER AT SEA.

BURNING OF THE P.M.S.S. "JAPAN."

Early on the morning of the 19th instant, the community was startled by the intelligence that the magnificent steamer *Japan*, belonging to the Pacific Mail Company, had been completely destroyed by fire on the high seas. The news spread with the greatest rapidity, and at first little less than perfect consternation was felt, and the most anxious enquiries were made as to the passengers on board and for full particulars of the sad disaster. The first news was brought by an open boat, which arrived at four a.m., containing the chief engineer, Miss Stott, a passenger, and seven Chinese. Later in the morning, namely about 9 o'clock, a second boat arrived, containing the baker, stewardess, and six Chinese. This boat was picked up by a fishing junk, which took it on board, and brought it, together with the inmates, to Hongkong. Finally, yesterday, the *Yesso* arrived, containing Captain Warsaw and the remainder of those who were saved from the wreck. On receipt of the intelligence prompt measures were taken by Mr. Emory, the Superintendent of the Company here, to secure assistance if possible to any of the shipwrecked men. The U.S. corvettes *Yantic* and *Saco* promptly got up steam and went to the scene of the disaster, but it is to be feared they will be of little service, as it is said that, after burning for some time, the vessel was seen to sink. Captain Ashton also proceeded to the scene.

It appears that the total number missing by the sad accident is 389 Chinese, one European steerage passenger, and the cook. The steamer had a general cargo on board, and treasure to the amount of $358,503.

The history of the conflagration will, it is to be feared, remain involved in obscurity. None of the accounts which have been given explain fully the first cause of the accident, but they concur in showing that the conflagration spread with the most frightful rapidity. The crew and passengers battled with it bravely for something like two hours, but before this time it was evident that it had such a hold on the ship as to be beyond human power to remedy. From Captain Warsaw's account, it appears that the fire was right amidships, and that it raged in a very short time with such awful fury that it was impossible to communicate from one part of the vessel to the other. Under such trying circumstances, it is easy to understand that any thoroughly concerted measures were impossible, and it was soon evident that those on board must endeavour to save themselves from the flames. On this becoming apparent nothing was left but to take to the boats, and such other life saving apparatus as were on board, among which was a raft which could carry as many as 150 people. It is not certain whether, in the terrible confusion which took place, it was possible to float the raft. It is evident from the accounts which have come to hand that Captain Warsaw was to the fore, and that both he and the other officers used their utmost exertions to the last, meeting the calamity with a calm and manly front. Great fears were, until yesterday afternoon, entertained as to Captain Warsaw's fate, and if it had proved that he had perished it would have been a subject of the deepest regret to large numbers in these parts, by whom he is greatly respected, both as able commander and an amiable and courteous private friend.

The *Japan* is one of the finest steamers belonging to the Company, and apart from the sad nature of the accident in respect to the loss of life, it is to be seriously regretted on account of the great value of the property which has been destroyed. The means of extinguishing fire, and the life boats and life saving apparatus, were ample, and would probably have been found quite sufficient to deal with any ordinary accident in the way of fire; but from all accounts, the present catastrophe appears to have occurred with unheard of rapidity. The most probable explanation which is suggested by the facts so far as they are at present known is that the fire had been gaining ground in a half stifled form among the cargo for a considerable time before it broke out, and that on its coming into contact with the atmosphere what was merely smouldering before became on a sudden a mass of flames. At present, however, all can be little more than conjecture, as it is impossible necessarily to gather any definite information from the disjointed narratives of the survivors, who have suffered very severely by their journey in the open boats. So sudden was the affair that Miss Stott and the stewardess had to escape from their berths without time to dress, and had to take what clothing could be spared by the men in the boat. It is fortunate that the weather was not very cold, or the exposure would have been still more severe. All who have been saved were completely exhausted on their arrival. The stewardess, we learn, was so much affected by the sight of the awful catastrophe that she was completely unnerved, and could not bear any allusion being made to the occurrence. The chief cook of the *Japan*, saved from the wreck and taken on to Swatow in the steamer *Yoltung*, got drowned in his endeavour to get on board the *Yesso*.

ANOTHER ACCOUNT.

A passenger on board gives the following account of the disaster:—

It was about 11 o'clock at night, when the alarm of fire was first given; and on the fact becoming known prompt measures were at once taken to subdue the conflagration. After a short time, it was deemed necessary to make an opening in order to get at the seat of the fire near the engine; but scarcely had it been made, when the flames burst up high above the working beam. The Captain was on the spot and energetically superintended operations, and all the officers joined in promptly running the hose along; but the flames spread so rapidly that in less than half an hour it was evident that there was no time to be lost in getting the boats out and saving life. The baker rushed to the mail room to assist in saving the mails, but he had to retreat as the flames burst through on all sides; and fore and aft the main deck and saloon were in flames. He rushed on deck to a boat which was being lowered, and found the stewardness in it. At this time there was a general rush for the boats, all of which were being put out. The *Japan* had twelve boats and also a raft, but there was not time for those on board to get into the boats and great numbers of the Chinese had to jump overboard to save themselves from the flames.

THE CAPTAIN'S STATEMENT.

The Pacific Mail Steamship Company's steamer *Japan*, 4,351 tons, left San Francisco Saturday, November 14th, at noon, with 24 cabin passengers, 5 European steerage, 8 Japanese, and 422 Chinese, 975 tons Cargo, 168 boxes treasure, value $358,503, and 21 packages mails. Had pleasant weather with variable winds during passage to Yokohama. Arrived Dec. 10 at 10.45 a.m., landed 22 cabin passengers, 4 European steerage, 8 Japanese, 320 tons cargo, and 16 packages mails. Received on board 1 European steerage passenger, 3 Chinese, 45 tons cargo, 600 tons coal, 1 bag mails, stores, &c. Sailed from Yokohama December 11th at 4 p.m. for Hongkong. Experienced pleasant weather up to noon on the 17th, when the wind freshened into a strong breeze from N.E. with rough sea. At 9 p.m., passed Lammock light distant 5 miles, ship under sail and steam at 11.25 p.m., Breaker Point bearing West half South distant 26 miles; strong N.E. monsoon and rough sea; fire first discovered, engines stopped, ship headed in shore, ventilators turned from wind, all five engines working in perfect order; every effort made to subdue the fire, at same time officers detailed to secure all boats preparatory to saving life, but all our efforts to save the mails proved fruitless. Finding it impossible to subdue the fire, abandoned the ship with last boat at 1 o'clock a.m. on the 18th, the ship then being enveloped in flames amidships, directly in engine and fire rooms, all communication being cut off between forward and after part of the vessel. Remained until noon in the vicinity of the wreck saving life; engaged a fishing junk to assist. Cruised in the vicinity of the wreck, and succeeded in saving 117 souls from boats and water, seeing no more life to save stood in for Cup Chi point. At 6.30 p.m. intercepted English steamer *Yoltung*, Captain Kock, who kindly took us on board and conveyed us to Swatow; thence transferred to steamer *Yesso* for Hongkong.

I beg to convey on behalf of my officers, crew and self our sincere thanks to the English and American Consuls at Swatow, Captain Kock, and officers of steamer *Yoltung*, and Captain F. Ashton and officers of steamer *Yesso*, for their kindness in rendering every possible assistance.

The names of those missing are:—

D. Tyndal, U.S. Consul at Canton.
Dr. Gates, surgeon.
Mr. Bennett, first assistant engineer.
Harris and Sutton, quarter-masters.
Martin Cusack, cook.
One steerage passenger.

Those saved are:—

1 Cabin passenger (Mr. Crocker).
29 Europeans of crew.
60 Chinese of crew.
34 Chinese passengers.

E. R. WARSAW.
Late Commander Steamship *Japan*.

The United States corvette *Saco*, which left for the scene of the wreck of the P.M.S.S. *Japan* on Saturday, returned on Monday night, and brought back Dr. Gates and Mr. Tyndal, the U.S. Consul at Canton. She arrived at Tonga Bay at 8 a.m. on Sunday, and on some of the officers going on shore, they ascertained that 2 Europeans and 10 Chinese had left that morning in a junk for Hongkong, and also that two Chinese, who had been picked up by a junk, had been buried. The *Saco* left Tonga at 2 p.m. for Cupchi, and on the way came across the junk containing the two gentlemen above named, and brought them on to Hongkong. At Cupchi they found a large life boat marked *Japan*, which they also brought on to Hongkong. No survivors from the wreck had, however, landed at Cupchi or adjacent towns. On the 22nd inst., at 5 p.m., a large junk arrived from Cupchi with one more of the *Japan*'s life-boats on board, and ten more of the Chinese passengers rescued from that ill-fated vessel.

The U.S. corvette *Yantic* reports that she left Hongkong at 1 p.m. on the 19th inst. in search of the survivors, passengers and crew of the late P. M. steamer *Japan*. On the 20th at noon arrived at Tonga Roads, and found the U.S. corvette *Saco* anchored there; having communicated at 1 p.m., started to run to the Southward and Eastward in search of the wreck and any boats that might still be at sea. The U.S. corvette *Saco* at the same time started down the coast close in shore. At 4 p.m. or thereabouts sighted off Breaker Point a white object floating upon the water to the Eastward, which, upon being neared, proved to be a metallic life boat with the letter "J" painted on the bow; the after air compartments had been cut through and had filled, so that the bow only was above water; hauled alongside and hoisted the boat inboard. Also found numerous charred fragments of a wreck floating around, which was examined without finding anything of importance. At 7.45 p.m. steered on course W. by S., and at 8.20 sighted another boat which was floating up half filled with water; this seemed to have been abandoned, and when hoisted in, was found to have been stripped of every article that could be got loose, probably by Chinese fishermen. In about an hour after starting to the Westward passed, numerous floating objects, which, upon being examined, proved eventually to be bags of flour, evidently part of the cargo of the late steamship *Japan*. At 9 p.m. started to the windward again and on the morning of the 21st made sail and backed fires. At 9 p.m. came to outside of the Ly-ee-moon Pass.

LOSS BY FIRE OF THE AMERICAN SHIP "HORATIO."

(*Abridged from the "Shanghai Courier," Dec. 16.*)

The sentries on board the men-of-war, and those on deck in other vessels in harbour, the crowds who stroll the Bund after tiffin, and all others who happened to be in sight of the Lower Reach of the Harbour about quarter-past 1 to-day, were startled by seeing volumes of dark smoke suddenly roll out from a ship moored about 300 yards from the Hongkew side of the river, nearly abreast of the China Merchants' Steam Navigation Co.'s Wharf. It turned out to be the well-known American ship *Horatio*, under the command of Capt. Hurdy. So rapidly had the fire spread and so strong the hold it took, that it was at once evident to those who first reached the ship that the only hope of saving her lay in scuttling her—and as it would be unwise to sink her, where she lay in the fairway, the steam-tug *Rocket* was hailed with commendable promptitude, and in a space of time, the shortness of which is highly spoken of, the burning ship was unmoored and towed across to shoal water, near the Pootung shore, a little above the new Harbour Master's Department. Here collected an immense array of tug-steamers, steam launches, ship's boats and sampans, carrying a very large number of members of the S.F.D., parties from all the men-of-war on harbour, and many others both able and anxious to render assistance had that been possible. Every point of vantage along the shore, too, and the riverside walk of the Recreation Ground, was thronged with spectators. But the only assistance that could be rendered was in the way of breaking in the ship's side-passage for water to flow in and sink her. This the steam launch of the U.S.S. *Hartford* was set to do with a 12 pounder gun; but so light a shot produced little impression on the tough, massive timbers of the good old ship. After an hour had been spent in this way, the ship's starboard side was getting rather honeycombed about amidships, a party of carpenters who had meanwhile been sent for, arrived from Messrs. Farnham and Co.'s, and a raft having been towed alongside, the men got on it, and set themselves to enlarge the openings along the ship's water-line, that the *Hartford's* gun had prepared for them. Messrs. G. P. Blethen, Clark Blethen, James Main, and others, directing and assisting. But as the water where the vessel lay was too shoal to submerge her, the *Rocket* was again attached to her and she was towed to a position right abreast of, and about 200 yards from, the jetty of the new Harbour Master's Station where her bottom rested on the mud, it being then dead low water. As soon as the tide began to rise, the water flowed into the *Horatio*, and it was calculated that by the top of high water she should be filled up to her 'tween decks; and it was quite evident that by that time the fire would meet the water there.

The origin of the fire is supposed to have been from a Chinaman who was repairing some kerosine tins with a charcoal brazier near him having carelessly set fire to some of the oil in the neighbourhood. The Chinaman has disappeared, possibly having seen the disaster he had caused, and thought it best to get out of the way.

So rapidly did the flames spread that when in a minute or two, the captain and officers sought to leave the cabin, they found their retreat cut off. The chief officer made a rush through the flames and escaped, but was considerably scorched and burned. The Captain being scorched, also thought it better to retreat and drop out of the cabin windows and thus escaped with less damage than his mate. Some of the rest of the crew managed to get into boats, but so quick work did they make that others of them found it expedient to jump overboard. Capt. Hurdy and his mate, after being seen to by Dr.—— of the *Hartford*, were conveyed to the Hospital, but their injuries, happily, are not serious. Captain Hardy's family are sharing the hospitality of a resident. It may well be supposed that the fire acting on resinous pine and dry oak, and inflamed by kerosene, burned fiercely, not with a high, but with an intense furnace-like flame. When the powder magazine exploded (about 2.30 p.m.) the mizzen-mast went by the board. Next, the main top, and top-gallant masts went blazing and hissing into the water. The foremast, with its top and top gallant masts towering their highest pitch, burned so long as to astonish people, but at length come toppling over in such a way as nearly to set fire to Farnham's raft alongside. But when we left, the stout stump of that old mainmast was still standing and dying as it were by inches.

The *Horatio* was built in 1833; the property of the old New Bedford ten-merchants, Messrs. Hathaway; has taken a cargo of tea nearly every year from China to America, from 1836 to the present time; and it is believed, never, except once, had to pay a claim for damaged cargo. Few ships can show such a record. She has not long survived "Old Ben Palmer," who commanded her for so many years that it is difficult to think of the one apart from the other. The ship is, of course, insured, and no doubt has been a most profitable ship to those who underwrote her; so that the loss her destruction causes may well be cheerfully paid. But, we believe, her owners would willingly sacrifice the entire sum, if their "hereditary" ship could only be restored to them.

THE AGREEMENT BETWEEN CHINA AND JAPAN.

(*N. C. Daily News.*)

We published on Wednesday the version of the agreement between China and Japan, as lately promulgated in the English language by the latter Government; and it only now remains to be seen whether the Chinese will ever think fit to make the convention officially public for the information of their own people. *Peking Gazettes* up to the 20th November have been received in Shanghai (the agreement having been signed on the 31st October); but no mention has as yet appeared of the fact that an amicable conclusion has been arrived at, much less that it has received the Imperial sanction. Neither has there been any notice of Okubo's departure from the capital for the purpose of carrying the terms of the agreement into immediate effect, nor of any instruction to Commissioner Shên, of Formosa, to co-operate with him in so doing. Strange that the Chinese Government, when compelled to succumb to any foreign pressure which may be the consequence of its own vacillation and mal-administration, will persist in its weak and suicidal policy of trying to hoodwink its people into believing, either that nothing has occurred to occasion anxiety, or that it has come out of the embarrassment with triumph and confirmed in its pretensions to unapproachable superiority.

Our object, however, to-day, is not so much to contrast the action of China in the matter with that of its weaker but more politic rival in this quarter of the globe, as to institute a cursory comparison between the two English versions of the agreement, as published severally by Mr. Wade and by the Prime Minister of Japan. Accepting the Chinese version of the Treaty, annexed to Mr. Medhurst's Notification of the 20th November, as the original text of the convention,—a text, by the way, which bears on the face of it, as we are informed, unmistakeable indications of Japanese or foreign rather than of Chinese dictation,—the first conclusion that occurs to one acquainted with the Chinese language, is, that the Japanese version is thoughout the more literal and correct translation of the two; the internal evidence being that the terms must have been fashioned out in English in the first instance and then more carefully expressed in Chinese. This deduction, it may be remarked, is not inconsistent with the understanding conveyed by the second part, that it was only on Mr. Wade's mediation that the contending parties were enabled to arrive at a common point of accord. The opening paragraph of the first part of the agreement bears out the assumption above ventured upon with even more force than any subsequent portion. The object doubtless was to lay down at starting two principles, namely, one, that where the subjects of a nation need protection from injury, that nation is bound to take its own measures to afford such protection in the most efficient manner possible; the other, that where a contingency arises within the territories of any country, an obligation rests upon the Government of that country to take the matter in hand and to deal with it for itself. Such at any rate we learn to be the true construction of the Chinese text; and Japan clearly intends thereby to assert that she did what was but natural in protecting her own subjects, upon the failure of China to deal with a grievance to which those subjects were victims whilst within the limits of her territory. Our readers will, we think, agree with us in the opinion that this proposition is one which is not likely to have originated on the Chinese side, and that it is more clearly and unmistakeably expressed in the Japanese than in Mr. Wade's English version of the Chinese text. This appears to be the only error in construction which is of sufficient prominence to be worthy of notice; but there are various mistranslations of words and terms in the Legation version which cannot pass without comment. For example, for "wantonly murdered, the Chinese text has the milder term of "wanton injury," which comes nearer the translation given by the Japanese. Again, in Art. 1 of the first part, Mr. Wade's version describes the object of the Japanese in undertaking the expedition to have been "humane," whereas the original text has it "rightful" or "just," a rendering which is more correctly given by the Japanese. In the same Art., "regard them as wrongful" must certainly be pronounced to be a more literal translation than "not therefore impute blame." In Art. 2, the same mistake of employing the term "murdered" in the place of "injured," is noticeable in Mr. Wade's version, and in the same article the Japanese rendering of "wishes to retain for her own use the roads," &c., is strictly literal, and consequently preferable to the modified form of "is prepared to retain," &c. In Art. 3, "ought of course" must be taken to be a more correct rendering of the Chinese text than "will be the duty." In the second part of the agreement the mistake of substituting "will retain" for "wishes to retain," again occurs.

We do not call attention to these discrepancies in any spirit of captious criticism, but as points of interest in an instrument which must have a most important bearing on all the future relations of China with foreign countries, inasmuch as it establishes the principle that China is bound to redress the grievances of foreigners within her territories, and that where she fails to perform this obvious duty, it is competent for, nay obligatory upon, the Government to which the sufferers owe allegiance, to adopt its own measures for seeing them righted.

A NEW ARSENAL AT HANGCHOW.

(*Shanghai Courier.*)

Our information on this interesting subject is derived from the following letter of a valued correspondent at Hangchow. The date when the Arsenal was opened indicates that it owes its origin to the urgent demand for foreign munitions of war, created by the anticipated conflict with Japan in re Formosa:—

Hangchow, 5th December, 1874.

As every step that China takes in the direction of progress of whatever kind—every attempt she makes to lift herself out of the groove of traditionary usage which she has worn down for herself in the course of ages—cannot fail to excite the interest of thoughtful foreigners, I hasten to acquaint your readers with something of that kind which I discovered quite incidentally the other day. This was neither more nor less than an Arsenal for the manufacture of foreign munitions of war,—powder, percussion caps, bullets, bombs, &c.,—planted in the centre, and most thickly crowded parts of this provincial city. But so quietly has the establishment been inaugurated, that prominent as is its position, and calculated as it is to draw public attention and excite public talk by its nature and objects, it has been at work here since about the beginning of the seventh month of the present year, and yet I knew nothing of it till two days ago—that is, four months after its establishment. Casually hearing something about it, I went to the place, and looking in at the gate I saw enough to corroborate my information that it was a place for the fabrication of munitions of war on the foreign model. But as neither the gatekeeper nor any of the others about the gate invited me to enter, I was chary of doing so unasked, as I have a great dislike to being snubbed, especially by the Chinese. Besides, I judged that, perhaps, if I showed no great anxiety to get in on my first visit, I might by-and-bye be invited to walk in. Whether this latter calculation may prove correct I don't know, but what I afterwards learned made me think I had acted wisely in not seeking admittance. For, so far as I could gather, no foreigner has ever been in the place, or been in any way connected with it. There are nine or ten overseers, and about one hundred workmen, who have all received more or less training at the Shanghai Arsenal; but who is the responsible head of the whole establishment, or what amount or kind of training he has had for such a position, I have as yet been unable to ascertain. Indeed, I could ascertain little else than I have mentioned above. But one feature of the new Arsenal that I was told of struck me as most characteristic. They commence working at 9 a.m., and they leave off at 4 p.m. *The place is closed on Sundays, and no work is done*; though, as a matter of course, every workshop in the city is in full swing without regard to Sunday or Saturday. Obviously the observance of Sunday is adopted from the parent Arsenal at Shanghai, on the famous Chinese principle so well illustrated in a story that lately appeared in the papers. A lady in America had a Chinese "boy" who did her cooking and baking. She noticed that, in making sponge cakes he invariably threw away the first egg he chipped, and as invariably used the next half dozen that came to hand. For some time she allowed this to pass, as some Chinese superstitious practice with which it would be unwise to interfere

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To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.
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tf 1363 Hongkong, 26th July, 1872.

Insurances.

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tf 1800 Hongkong, 4th June, 1874.

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tf 1903 Hongkong, 8th May, 1874.

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PHŒNIX FIRE INSURANCE COMPANY.
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Agents.
tf 1192 Hongkong, 27th June, 1872.

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Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st November, 1871. [tf 385

NOTICE.
THE QUEEN INSURANCE COMPANY.
THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—
Not exceeding 10 days, ¼ of the annual rate.
Not exceeding 1 month, ½ do. do.
Above 1 month and not exceeding 3 months... ¾ do. do.
Above 3 months and not exceeding 6 months... ⅞ do. do.
EDWARD NORTON & Co.,
Agents the Queen Insurance Company.
tf 242 Hongkong, 22nd January, 1870.

To be Let.

TO LET,
With Immediate Possession.
DWELLING HOUSES Nos. 2 and 3, Alexandra Terrace.
Two DWELLING HOUSES and OFFICES, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs. RAYNAL & Co., which have recently been thoroughly repaired.
DWELLING HOUSE and OFFICE, No. 1, Wyndham Street, adjoining the HONGKONG CLUB.
PREMISES No. 44, Queen's Road, lately in the occupation of Messrs. G. DUBOST & Co.
HOUSE No. 4, Gough Street.
DOUGLAS LAPRAIK & Co.
tf 2050 Hongkong, 8th December, 1874.

TO BE LET.
NO. 1, PEOHILI TERRACE, Elgin Street.
Apply to
LANE, CRAWFORD & Co.
tf 2145 Hongkong, 22nd December, 1874.

TO LET.
THE PREMISES situate in Queen's Road Central, known as the "CROWN AND ANCHOR TAVERN," apply to
GILMAN & Co.
tf 834 Hongkong, 28th May, 1874.

TO LET.
With Immediate Possession.
THE Desirable FAMILY RESIDENCE, "Bonham Road West, lately occupied by W. EDE, Esq., containing Ten Rooms, Bathrooms, Out-houses, and Stabling, &c.
Apply to
THOMAS GREEN,
P. & O. S. N. Co.'s Office.
tf 2043 Hongkong, 7th December, 1874.

TO LET.
THE whole, or part, of the Residence known as "THE HERMITAGE."
Apply to
T. ALGAR,
9, Hollywood Road.
tf 977 Hongkong, 23rd June, 1874.

TO LET.
THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.
Apply to
G. FALCONER.
tf 1070 Hongkong, 7th July, 1874.

TO LET,
With Possession on 1st September,
THE OFFICES over the HONGKONG DISPENSARY.
Apply to
A. S. WATSON & Co.
tf 1340 Hongkong, 27th August, 1874.

TO LET,
From 1st June next.
OFFICES in Hunt's Building, Peddar's Wharf. Apply to
LAMMERT, ATKINSON & Co.
tf 782 Hongkong, 19th May, 1874.

FOOCHOW DOCK.
PAGODA ANCHORAGE.
THE above Granite-floored DOCK has lately been LENGTHENED to 400 *feet* over all, and is now capable of receiving vessels up to 330 feet on the keel. The breadth of the Dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 56 feet. Depth of water on the sill 13 feet at average neap, and 17 feet at average spring tides.
The Dock has a Caisson Gate, and is pumped out by steam.
A new FOUNDRY for large iron and brass castings has recently been added.
The Machine Shop contains a 12-inch Screw Cutting Gap Lathe, Small Lathes, Drilling and Screwing Machines, Steam Saw Mill, Large Smithy, &c., &c.
Dry Godowns are on the premises, available for stowage of Cargo, &c.
A large stock of Timber, Metal, and other Dock-yard Material always on hand.
Vessels docked for examination, repetalled, repaired, repaire also done in harbour; and iron ships and steamers cleaned and painted, at moderate charges. Particulars can be obtained at the Dock, or on application to the undersigned.
The Steam Tug *Woosung* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.
JOHN FORSTER & Co.
tf 1039 Foochow, 18th June, 1873.

NOTICE.
ALL Persons having CLAIMS against the Estate of the late Captain JOHN O. FINE are requested to communicate with the Undersigned; and all Persons being indebted to the said Estate are requested to make Immediate Payment to
JOHN S. LAPRAIK,
Administrator.
1775 Hongkong, 27th October, 1874.

NOTICE.
In the Goods of LOUIS GUSTAVE VASSALLO, *Deceased.*
ALL Persons having any CLAIMS against the above Estate are requested to send in Particulars of the same to the Undersigned, on or before the 1st Day of February, 1875, after which date no Claims will be recognised.
And all Persons being indebted to the said Estate are requested to make Immediate Payment.
J. FAIRBAIRN,
Administrator.
td 1777 Hongkong, 27th October, 1874.

NOTICE.
THE Committee of the Macao Relief Fund having received several parcels of Clothes for the Sufferers by the Typhoon, beg to tender thanks to the generous donors; and as winter is approaching, the vigor of which will be keenly felt by the destitute, who look up to the wealthy and those in easy circumstances for relief, the Charity of the Public is again appealed to for further donations, especially of Children's Clothing, of which but little has been received. This appeal is particularly directed to the sympathy of Mothers of Families towards the Children of the Poor.
FRANCISCO DA SILVA MAGALHAES,
Secretary, Macao Relief Fund Committee
1919 Hongkong, 20th November, 1874.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 325 June 15

NOTICE.
STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.
W. G. HALE & Co.,
Saigon.
tf 1561 16th September, 1873.

THE UNDERSIGNED begs to inform the Public of
HONGKONG, HO NAM, AND CANTON
that he has shops established at those places in the name of HING KEE.
In HONGKONG, at the Central Market, No. 12, he has constantly on hand BEEF, MUTTON, POULTRY, BREAD, VEGETABLES, and OILMAN'S STORES, &c., of the best quality.
In HO NAM and CANTON SHOPS, the foregoing articles, with the addition of SPIRITS, SODA WATER, &c., and GAME when in season.
Gentlemen and Families desirous of patronizing him, are requested to apply at his shops as above, where a list of prices of articles will be furnished, which will be supplied at the *same rate* all the year round.
HING KEE.
1y 742 Hongkong, 18th May, 1874.

SUN WOO,
MANUFACTURER OF
ALL DESCRIPTIONS OF MATTING,
WORKS—QUEEN'S ROAD, WEST POINT.
(Near the Sailors' Home.)
OFFICE—*Yew Kee, No. 30, Wing Lock Street*
HONGKONG.
1428 Hongkong, 10th September, 1874.

WING-KEE COAL SHOP.
THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.
1y 1503 Hongkong, 23rd September, 1874.

Vessels on the Berth.

FOR TAKAO.
THE British Bark
"CONSTANCE,"
Captain Sutton, will be despatched TO-DAY, the 24th inst., for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.
4d 2144 Hongkong, 22nd December, 1874.

FOR SINGAPORE, SAMARANG, BRISBANE, SYDNEY, AND MELBOURNE.
(Calling at SOMERSET, CLEVELAND BAY, BOWEN, *and* KEPPEL BAY *to land Mails and Passengers.)*
THE Eastern and Australian Mail Steam Company's Steamship
"BRISBANE"
will be despatched as above on THURSDAY, the 31st inst., at noon.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.
17a 2100 Hongkong, 15th December, 1874.

FOR NEW YORK.
THE *A*1 British Ship
"COMMISARY,"
Hunter, Master, will load at this Port and Whampoa, and have quick despatch as above.
For Freight, apply to
AUGUSTINE HEARD & Co.
tf 2152 Hongkong, 23rd December, 1874.

FOR LYTTLETON — DUNEDIN.
THE British Barque
"MEDORA"
will sail as above on or about the 23rd instant, and has room for 150 tons Cargo.
For Freight, apply to
OLYPHANT & Co.,
Agents.
7d 2122 Hongkong, 18th December, 1874.

FOR NEW YORK.
(To follow the British Barque "Chinaman.")
THE *A* 1 American Barque
"CHATTANOOGA,"
having the greater portion of her Cargo engaged, will load at this port and Whampoa, and have quick despatch as above.
For Freight, apply to
OLYPHANT & Co.
tf 2118 Hongkong, 17th December, 1874.

FOR HAMBURG.
THE German 3-masted Schooner
"DELPHIN,"
T. W. Lilienthal, Master, will load here and at Whampoa, and will have quick despatch for the above Port.
For Freight, apply to
WM. PUSTAU & Co.
tf 2106 Hongkong, 16th December, 1874.

FOR SAN FRANCISCO.
THE Clipper Ship
"MALAY,
B. P. Clough, Master, will have early despatch as above.
For Freight, apply to
RUSSELL & Co.
tf 2080 Hongkong, 12th December, 1874.

NOTICE.
FOR NEW YORK.
THE *A* 1 British Barque
"CHINAMAN,"
having the greater portion of her Cargo engaged, will load at this Port and Whampoa, and have quick despatch as above.
For Freight, apply to
OLYPHANT & Co.
tf 2053 Hongkong, 8th December, 1874.

FOR MANILA.
THE Spanish Barque
"CANDELARIA,"
Barredo, Master, will have immediate despatch as above.
For Freight or Passage, apply to
REMEDIOS & Co.
tf 2046 Hongkong, 7th December, 1874.

FOR LONDON.
THE *A* 1 British Ship
"TITANIA,"
Captain England, will load here and at Whampoa, (also at Macao, if sufficient inducement,) and will have early despatch for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 2000 Hongkong, 3rd December, 1874.

FOR LONDON.
THE *A* 1 British Ship
"KINFAUNS CASTLE,"
James Dodds, Master, will load here, at Whampoa, and at Macao, and will have quick despatch for the above Port.
For Freight, apply to
A. MACG. HEATON,
OR
DEACON & Co.,
Canton.
tf 1889 Hongkong, 14th November, 1874.

FOR SAN FRANCISCO.
THE *A* 1 British Ship
"MORNING LIGHT,
2,317 Tons, Captain Chaston, will load here for the above Port, and will have early despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1585 Hongkong, 30th September, 1874.

FOR LONDON.
THE *A* 1 British Bark
"ARDENT,"
Robert Clasper, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1419 Hongkong, 9th September, 1874.

HONGKONG ICE COMPANY.
HAVE always on hand a STOCK of CLEAR SOLID BLOCK ICE made from PURE FILTERED WATER, without the use of Ether, Ammonia, or any kind of Chemicals whatever;
PRICE TWO CENTS PER POUND.
SPECIAL AGREEMENTS made with Steamship Owners or Agents.
DEPOT, No. 17, QUEEN'S ROAD, HONGKONG HOTEL BUILDINGS.
WORKS at EAST POINT.
KYLE & BAIN,
Proprietors.
1992 Hongkong, 2nd December, 1874.

NOW ON SALE.
THE HOUSEHOLD COMPANION AND STUDENTS' FIRST ASSISTANT,
By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrapper.....$1.50
Neatly Bound.....$2.00
Apply at the *Daily Press* Office.

THE HONGKONG WHARF AND GODOWNS,
(FORMERLY THE HONGKONG PIER AND GODOWN COMPANY, LIMITED.)
THE above are now OPEN and READY for BUSINESS. Advances made on Cargo, Goods covered by *Fire Insurance* under Open Policies, when required.
For Particulars, apply to
LANDSTEIN & Co.
1510 Hongkong, 23rd September, 1874.

A. MILLAR & CO.,
PLUMBERS,
COPPERSMITHS AND BRASS-FOUNDERS,
GAS-FITTERS AND BELL-HANGERS,
QUEEN'S ROAD EAST, AND NULLAH LANE.
1499 Hongkong, 23rd September, 1874.

NOTICE.
IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.
The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.
Hongkong, 23rd February, 1874.

Post-Office Notifications.

A mail will close
For Shanghai.—Per *Yangtsze*, to-day, the 24th instant, at 9.30 A.M.
For Amoy.—Per *Yuen-ta-fee*, to-day, the 24th instant, at 5 P.M.
For Bangkok.—Per *Talee*, to-morrow, the 25th inst., at 9 A.M.
For Swatow, Amoy, and Foochow.—Per *Kwangtung*, on Sunday, the 27th instant, at 7.30 A.M.
For Sinmpore, Samarang, Somerset, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, and Melbourne.—Per steamer *Brisbane*, on Thursday, the 31st inst., at 11 A.M.

MAILS BY THE "*ENGLISH PACKET.*"
The English Contract Packet "*BANGALORE*" will be dispatched with the usual Mails for Europe, &c., on THURSDAY, the 24th instant, at Noon.
Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 23rd instant.
The Post-Office will be open until 6 P.M. on the 23rd instant.
Letters, &c., may be posted during the night in the box left open for their reception.
Letters for registration will be received until 10 A.M. on the 24th instant.
Letters may be posted until 10 A.M. on the 24th instant, without late fee.
Letters posted after 10 A.M. on the 24th instant, will not be forwarded unless the *Late Fee* of 18 cents each be paid as well as the postage is prepaid.
The latest time for posting Letters at this Office is 11 A.M., and for Newspapers, Books, or Patterns 10 A.M. on the 24th instant.
Late letters (but Letters only) addressed to the United Kingdom *viâ Brindisi*, or to Singapore, may be posted on board the Packet from 11.30 A.M. to the time of sailing, on payment of a *Late Fee* of 48 cents each in addition to the postage.
F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 14th December, 1874.

MAILS BY THE "*FRENCH PACKET.*"
The French Mail Packet "*SINDH*" will be dispatched on THURSDAY, the 31st instant, at noon, with the Mails,—
To and through the United Kingdom *viâ Marseilles*; to France and other Continental States (in a closed mail to France), to Saigon, Singapore, Galle, Australia, New Zealand, Aden, Seychelles, Reunion and Mauritius, Suez and Alexandria.
The Post Office will be open for the reception of Ordinary Letters, Newspapers, Books, &c., until 11 A.M. on the 31st instant, after which no Letters can be received.
Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 30th instant.
Letters for Registration will be received until 10 A.M. on the 31st instant.
F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 21st December, 1874.

It is hereby notified that henceforward the postage on letters addressed to Denmark, when forwarded viâ Southampton